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The Outlook

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Exploring by Airplane

THE airplane has had a wonderful week of front-page headlines in the daily newspapers. While Orville Wright and Secretary Walcott of the Smithsonian Institution threshed over the old straw, with some new light as to whether Professor Langley or the Wright brothers built the first plane capable of carrying a man in flight, news came from various parts of the world of tremendous practical uses to which the airplane is newly put.

The Director of the United States Coast and Geodetic Survey told the radio audience of the United States that the work of making a complete triangulation survey of the United States, begun half a century ago and, now less than one-fourth completed, is to be finished in twenty years or less by the aid of the airplane. No thoroughly accurate map can ever be made until this continent-covering net of triangles is complete.

News came, too, of expeditions in various inaccessible parts of the world which are succeeding by use of the airplane where success would be otherwise impossible. Perhaps the most interesting of these accounts was brought by Captain Leo Stevens, of the Army Air Service, from the head-waters of the Amazon, in western Brazil, where Captain Stevens was on duty for some time as aerial photographer with the Alexander Hamilton Rice expedition into the Andean wilderness.

Since the sixteenth century efforts to explore that wilderness have failed. White men have not been able to cope with the jungle, dangerous rapids, hostile natives, and disease. The Rice expedition is succeeding because it is feeling its way by airplanes, the aerial observers flying far ahead of the main body, which travels in canoes. The planes send wireless reports to the others, detailing the nature of the country and giving warning of the presence of hostile natives. Rapids which might endanger the party are pointed out and suitable camp sites are located.

The head aviator with the Rice expedition is Walter Hinton. He piloted the Navy's N C-4 across the Atlantic in 1919, was one of the three balloonists later lost in the Hudson Bay region, and three years ago piloted a seaplane in flight from New York to Brazil. Yet, according to Captain Stevens, Hinton's former aerial exploits were tame compared with the thrills he is finding over the Andes.

For Navigation by Air

A GROUP of financiers, including Edsel Ford, are apparently back of an aerial transport project for carrying parcels, mail, and eventually passengers. It is said that the organization is already on a firm financial basis. If this is so, it will be America's first commercial air line.

What is needed for the operation of such an air line, however, is something more than money. In Europe there are air laws which protect the public, the patrons, and the operators. So far we have no such National air laws in this country. Moreover, in Europe air lines are subsidized by governments which expect to use them as military auxiliaries. A subsidy is necessary in Europe because the planes could not carry sufficient cargoes to pay for the groundwork, terminals, route fields, communications, emergency equipment, accident liability, and replacements necessary in any scheduled service.

In America we have generally held that a private venture should pay its own way. As a corollary we have allowed the Government to do its own experimenting and maintain its own semi-military service. That explains the situation in our Air Mail Service, which is operated by the Post Office Department.

The fine record of our air postal service, which now extends across the continent, has been made under conditions which would have put a private company out of business. That Air Mail Service has been of great value apart from the carrying of mail. For one thing, it has shown the need of new types of planes for commercial purposes. The old military planes could not carry the commercial loads economically. In the second place, it has provided air routes, including landing-fields and electric beacons.

There is now provided a lighted airway from New York over the Alleghanies to Cleveland and on to Chicago. It is designed to be a model for similar routes linking up all important cities and operated by private companies as provided by the Kelly Bill, passed at the last session of Congress. For the night air mail the plane will leave New Brunswick, New Jersey, at 9:30 at night and arrive in Chicago at 5:30 the next morning, and, conversely, a Chicago plane will leave at 8:30 at night and arrive at New Brunswick at 6:30 the next morning. It is this overnight service with lighted airways between the two cities that has inspired the formation of the private company to operate an aerial express line over the same route. Inasmuch as the present appropriation provides for Federal operation of the New York to Chicago air mail during the coming fiscal year, the authorities cannot turn over the Air Service to any private company without Congressional sanction, but it is planned to secure that sanction eventually.

Tentative routes have been projected between Chicago and Omaha, Omaha and Salt Lake City, Salt Lake City and Seattle, Salt Lake City and Los Angeles, Chicago and Memphis and New Orleans, Boston and Buffalo, and New York and Atlanta. No private company could afford to finance the groundwork for such routes; but with the groundwork done by the Government, as lighthouses and buoys are provided by the Government for navigation by sea, ways will be provided which can be used by commercial concerns. In this way we shall perhaps develop our Air Service without a direct subsidy, but with the Government taking the responsibility and bearing much of the burden of overhead cost in the interest of the whole people.

Apple Flavor, Annie Laurie, and Science

THE National Academy of Science, which stands in somewhat the same relationship to the scientific associations

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of larger membership that the graduate school does to the college, met in Washington recently and heard a number of things said which, while they may be matters of the day's work with scientists, are startling to the layman.

Dr. A. A. Michelson, of the University of Chicago, who is credited with having been the trail blazer for Einstein, submitted a paper covering years of experimentation. The Einstein theory, Dr. Michelson says, has not been proved, but, what is equally important, it has not been disproved. If Dr. Michelson's experiments had in any respect turned out otherwise than they did, it would have been necessary to submit the Einstein theory to radical revision. Turning out as they did, they tend to support the theory advanced by the scientist whose name has become almost a synonym for the incomprehensible.

Dr. Frederick B. Power, of the United States Department of Agriculture, who has behind him a long life of chemical achievement both in this country and England, submitted the results of experiments which he hopes will provide a sure means of destroying the cotton-boll weevil by the lure of the scent which, in the plant, attracts the pest. Dr. Power has succeeded in extracting this odor and in making it synthetically. It may be interesting to remember that Dr. Power, only a few years ago, succeeded in extracting the odor of the apple, making an apple-flavoring extract possi- for the first time.

Dr. C. E. Seashore, of the State University of Iowa, exhibited photographs of the voices of twelve soloists singing "Annie Laurie." All of them sang the same notes, but the photographic tracings showed widely varying records of "artistic emotionalism."

Dr. Yandell Henderson, of the Sheffield Scientific School at Yale, presented the result of experiments showing that a drunken person can "sober up" by breathing rapidly. And Dr. Oscar Riddle, of the Carnegie Institution, talked of experiments which he believes have revealed the influences which determine sex. Dr. Riddle has, for instance, a pigeon which started life as a female, laid eggs, hatched, and mothered young. Then, after an infection of a gland, it lost its female charatceristics. It is now a male.

Thus widely do they vary, the supreme interests of the members of the Nation's most learned scientific body.

Floods, Forests, and the Future

At frequent intervals come news reports of floods with attendant economic disasters. The Mississippi Valley appears to be the most frequently visited. And this in spite of the millions of dollars expended by States and by the Federal Government in flood control. Within the past twenty years it has become pretty definitely agreed that the causes of existing dangers from floods are twofold, each susceptible of progressive corrective adjustment.

The first danger is that of excessive drainage of swamps and wet lands which formerly served as absorbents for a considerable proportion of sudden rainfalls. In our zeal for the quick dollar we have unwisely drained, not only the land, but private pockets as well, and have even tapped public treasuries under the guise of political and economic expediency. Drainage for a while, at least, became the fashion. On the upper Mississippi, for instance, great sums have been expended in draining bottom lands, and money was spent also in building levees on the lower river to compensate the disastrous conditions brought on by destruction of the natural reservoirs above. In the effort to establish grain as king in the Mississippi Valley insufficient attention has been given to the possibilities of utilizing naturally wet lands for naturally wet crops, such as fish, pearl mussels, ducks, geese, wild birds, as well as for recreational areas. Some of these drained areas have already become barren sandy wastes, and other tracts have not proved profitable as agricultural ventures. Along with this readjustment must follow a more definite and carefully considered public policy, based, not upon the immediate apparent profit, but upon the largest ultimate biological dividends for the individual and community interests.

We should check the unwise drainage of some of the reservoirs and create more artificial water and flood-retarding devices. Federal authorities are, as a result of an amendment to existing laws enacted in the final days of the last Congress, about to initiate on the upper Mississippi the first extensive step in a large and beneficent programme for the Upper Mississippi Wild Life and Fish Refuge, between Wabasha, Minnesota, and Rock Island, Illinois, on both banks of the river for approximately three hundred miles.

The second danger is from lack o action on the recognized fact that forest and "forest floors" on slopes and moun tains are efficient agencies in flood pre vention. While progress is being made it is still deplorably slow. In connectio with this must be considered the ques tion, Are we not sacrificing too much fo the sake of immediate gain if grazing by cattle and sheep in forested lands retard the undergrowth and impairs the water- holding capacity of the forest floor?

There still remains time also to see to it that the flood waters, as a result of pollution by oils, sewage, and manufacturing wastes, do not become bearers of destruction to lands and life as a result of the indefensible yet almost universal practice of consigning all manner of waste products to public waters. A coating of crude oil or tarry waste on a garden or on farm lands, or flood-borne anthrax or typhoid germs, might easily be of more than local consequence.

The City of the Future

Architecture and city planning have just been viewed and discussed practically and theoretically in New York City. The annual Convention of the American Institute of Architects, the International Exposition of Architecture and Allied Arts, and the International City and Regional Planning Conference brought together experts and authorities on these subjects from abroad and from all parts of this country.

It is particularly interesting to know how recent American architecture and the problems of congested cities struck our visitors from over the seas. For instance, M. de Rutte, a French architect, thinks our sky-scrapers both practical and beautiful. Dr. Raymond Unger, chief architect of the British Ministry of Health, found that "the American designers were bringing beauty into their work," but that sky-scrapers were a contrivance between the artist and the practical man, and he added, "Much as I admire them, they are not things that I would wish to see duplicated in my country." He urged that our cities should in their future planning avoid imitation and adopt distinctive plans each for its special need.

The extent to which municipal control may go was illustrated by Professor Pedersen, of Norway, who said that in his land even the painting of private homes was controlled in order to secure harmonious effects. Mr. Ebenezer How-

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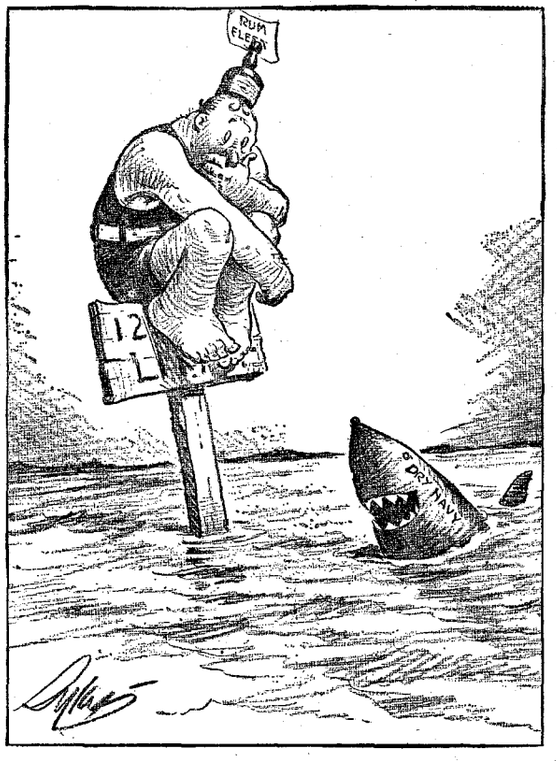
Here's yet some liquor left

(Hamlet, Act V, Scene 2)

Sykes in the New York Evening Post



Getting serious

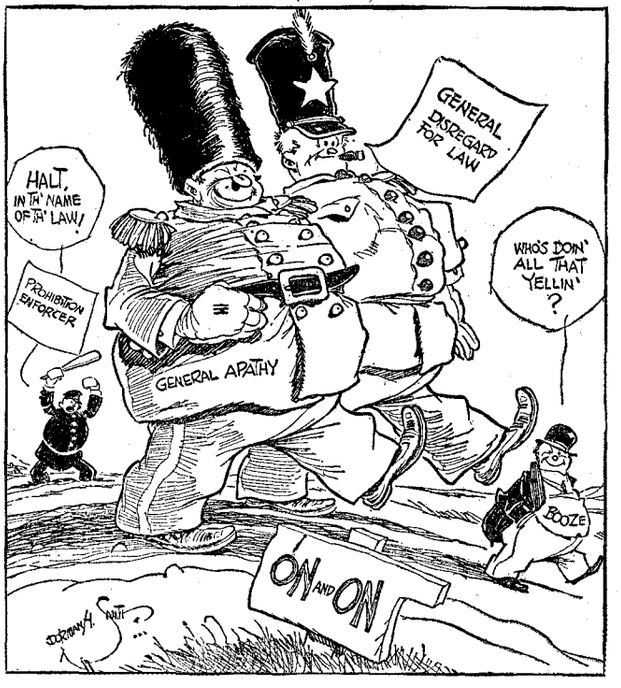
From D. S. Imrie, New York City

Ireland in the Columbus Dispatch

He seems to be getting on to their curves

From Mrs. C. C. Hale, Columbus, Ohio

Smith in the Waco (Texas) News-Tribune



The bodyguard

From Mrs. W. B. Brooks, Waco, Texas

Reid in the Waco (Texas) News-Tribune

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A fresh mount for the sheriff

From Mrs. W. B. Brooks. Waco, Texas

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ard, of London, President of the International Federation for Town and Country Planning and Garden Cities, forecast building along ideal lines in hundreds of American cities.

The pressing problem of city congestion and its remedy was much to the front. A forecast of New York City half a century hence was ventured by Mr. Harvey W. Corbett, President of the Architectural League of New York. He pictured the city, if its present rate of growth continues, as "fifty miles across, with a dense population of 50,000,000," and with motor traffic impossible, and said that we might then see in this "Babylonish nightmare"—

Sky-scrapers half a mile high.
Commuters shot through pneumatic tubes like parcels, at the rate of 50 miles in twenty minutes, or 150 miles an hour.

For shoppers and business people, movable sidewalks, varying in speed so that one may step from a slow one to a swift one.

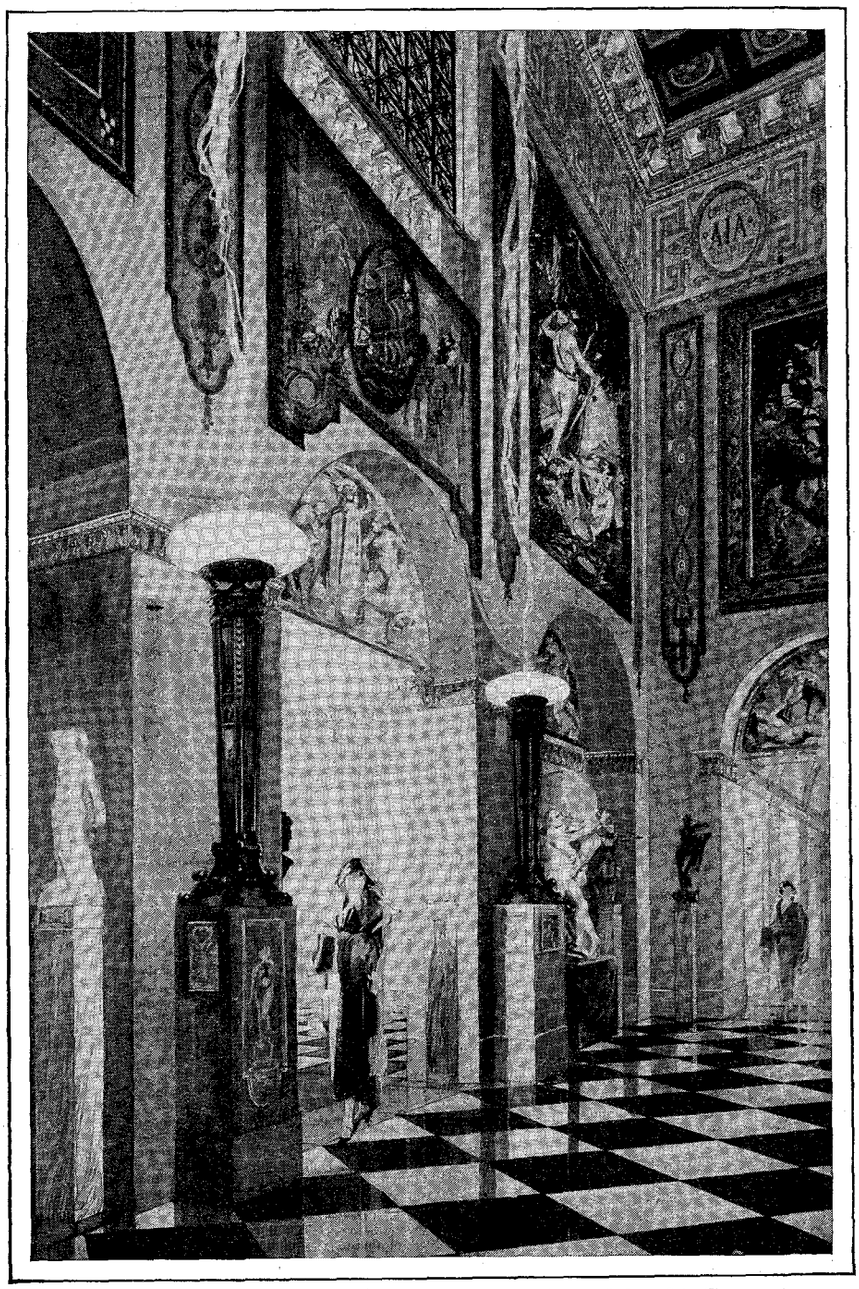
Freight hauled almost entirely underground.

Escalators conveying pedestrians to various elevations on terraced buildings.

Tops of sky-scrapers used for plane stations.

Elevators the size of present-day ball-rooms.

To avoid inconceivable congestion in our big cities planning and control to be both rigid and far-seeing are imperative. Such conferences as those just ended may well furnish the impetus to action.



Court of Honor, by Howard Greenley, where meetings of the 58th Convention of the American Institute of Architects were held

The Architectural Exhibition

THE same subjects that occupied so largely the attention of the architects gathered in convention were prominent in the Architectural and Allied Arts Exhibition in the Grand Central Palace. City, town, and regional planning, the possible city of the future, small homes that are satisfying to the art sense as well as moderate in price, were here concretely presented in photographs, models, and maps.

As notable examples of this practical interest may be mentioned the Russell Sage Foundation's elaborate exhibit suggesting what direction plans should take to make New York livable when, twenty-five years from now, it has perhaps 16,000,000 population. Streets with three levels (the lowest level for arcades, shops, and sidewalks) and with single buildings enormously expanded in ground area beyond those we know were shown, and actual replanning, already done in part at least, of twenty-five cities was illustrated. Models of replanned foreign towns and war-ruined places were displayed, with special emphasis on what is being done at Rheims.

At first the visitor was inclined to feel that the allied arts outshone the architectural side of the exposition. A bewildering and at the same time often exceedingly beautiful display was made of all the adjuncts of architecture. The exhibitors deserved all the publicity their wares obtained, for wherever possible true art went hand in hand with utility. Decoration, lighting effects, mural treatments, reliefs, paneling, floor-covering, building material, and the humbler crafts of plumbing and heating—all that a house, a sky-scraper, or a palace might need—were set off by the higher arts of sculpture and painting. The effect of the great Court of Honor on the first floor was brilliant and varied in the extreme.

But if the work of the architects' allies was more spectacular, the visitor soon found rich material for gaining knowledge as to what modern architecture has done and is aspiring to do when he came to examine the vast number of photographs and drawings (models, also, although in that respect one might wish the exhibit more extensive and down to date) and to study line, form, and mass in building as thus presented. It is often said that architecture has made more positive advance in America than any other of the arts. Without doubt it has

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at least improved immensely during the last quarter-century in house-building and erecting the abodes of business and finance. The proof was seen here in abundance.

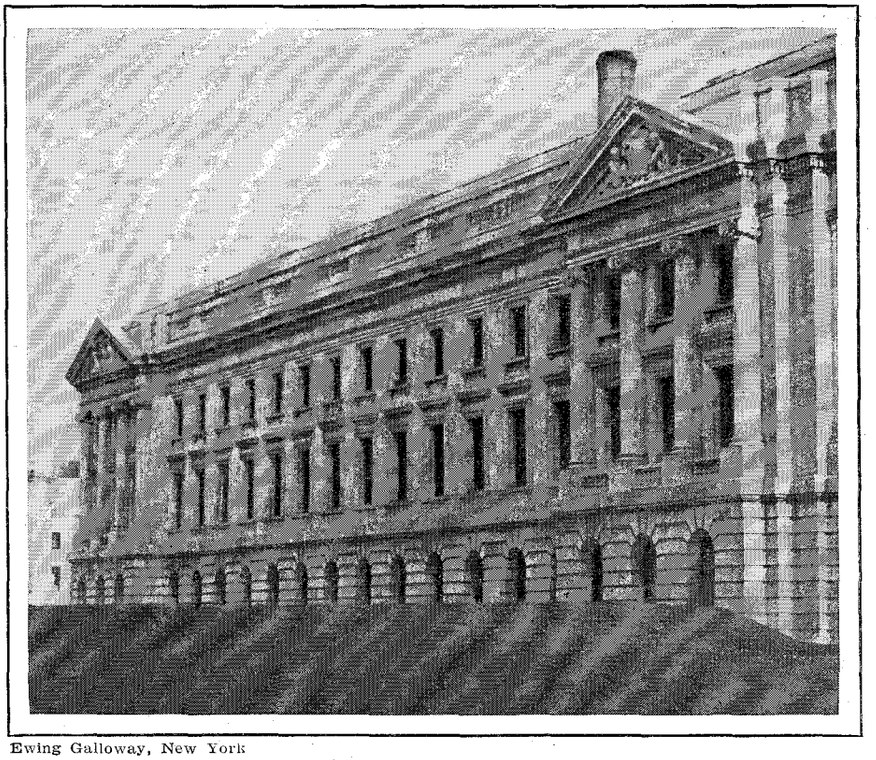
There was in this exhibition justification for the claim of its managers that it was both the largest and most artistic exposition of its kind ever attempted in this country. It fulfilled satisfactorily the aspiration expressed in advance by Mr. B. W. Morris, President of the New York chapter of the American Institute of Architects, that it should show in a comprehensive way "the achievements of the best architects and their fellow-craftsmen and stimulate the public to build more wisely, safely, and beautifully."

A Farm Palace

THE problem of the proper housing of the United States Department of Agriculture is to be solved by the joint efforts of Secretary of Agriculture Jardine and Secretary of the Treasury Mellon. The various bureaus of the Department are now scattered through forty-six buildings, a majority of them in the neighborhood of the Administration Building, but several of them miles distant. As the Department of Agriculture is one of the largest departments of the Government, with more than 5,000 employees in Washington, the task of designing a single adequate building is not easy.

The location of the Department of Agriculture, in the Mall between the grounds of the Smithsonian Institution and those of the Washington Monument, is probably better than that of any other department. A beginning was made during President Roosevelt's Administration toward the construction of an appropriate building. The actual work done consisted of two wings of a building, and they stand to-day unconnected. The work and the personnel of the Department have grown so greatly since Roosevelt's time that the building as then designed would not now be adequate. It has, however, qualities of beauty which put abandonment out of the question.

Three plans are under consideration, and, no matter which of them is chosen, the two wings will be connected as originally intended. One plan calls for the continuation of this structure until a quadrangle is formed, thus providing practically enough space to house the Department. The second plan calls for the construction of the connecting pavilion and the use of the building mainly for administration purposes, with a commercial-office type of building at the rear for offices and laboratories. Under the third plan, the commercial type of building for laboratories and the like would not be adjacent to the Administration Building, but at some point in the District of Columbia as remote from the center of the city as possible.



Ewing Galloway, New York

One wing of the building which houses the Department of Agriculture. An identical wing, just showing at the left, awaits the addition of a central pavilion, which will unite the present structures

The most costly of the plans calls for an outlay of $7,300,000, and the least costly for an outlay of $5,850,000. No matter which of the three is adopted, the building in the Mall will be completed. It will be, perhaps, the handsomest departmental structure in Washington.

A Subsidy in Wages

THE question of a ship subsidy is again raised, this time by Chairman O'Connor, of the United States Shipping Board, and in a better light than it has appeared before. What is now proposed is "to put the American merchant marine on a fighting basis of competition" by paying out of the United States Treasury a monthly wage bonus to American seamen. Those seamen, however, are to be not merely members of the crews of merchant ships, but members of a merchant marine reserve available to the United States in all emergencies.

Chairman O'Connor sees in his plan three distinct advantages to this country. The most important of the three, perhaps, is the establishment of a reserve force of seamen for emergency use by the Government. The other advantages are, first, that the bonus would absorb a large part of the differential between American and foreign wages, thus making possible profitable private operation of ships, and, second, it would insure Americans on American vessels.

No statement has been made as to the monthly bonus that each seaman would receive, but Chairman O'Connor believes that with a reserve of 15,000 men the cost to the Government for the first year would be less than $2,000,000 and would never exceed $6,000,000 for any year. Senator Edge is authority for the statement that the Government is now paying an annual bonus of from $35,000,000 to $50,000,000 in the form of losses on ships operated—losses that must be paid out of the Treasury.

Whether the O'Connor plan would be for the ultimate good of the country or not is a question on which there will be two very vigorous schools of thought. There are indications that the time has come when a ship subsidy would be of general advantage, but nothing is to be gained by any effort at disguise. Chairman O'Connor calls the payments he would make "retainers" to reservists, but the plan as truly provides for a ship

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subsidy as did the plan which President Harding urged upon Congress unsuccessfully. If the "retainer" to each seaman is to be, say, $10 a month, the item of seamen's wages is reduced to the shipowner by that much. It would benefit him exactly as much as if the money were actually paid by the Government to him, and by him to the seamen. Even for the success of the plan that fact had much better be understood from the outset.

The question raised, then, is whether or not the country is ready for the adoption of a ship subsidy policy with the added—and undoubted—advantage that would accrue from the establishment of an adequate reserve force of trained seamen available to the Government whenever needed.

Is a Subsidy Needed?

THE OUTLOOK formerly opposed a ship subsidy, on the ground that it was a money gift to a private interest, and that to make money gifts of any kind to a private interest is contrary to sound democratic principles. Since the World War, however, the merchant marine has ceased to be chiefly a private interest and has become a public interest of the highest importance. The place of the merchant marine in the system of National defense and National progress is different from what it was before the war. American manufacturers, merchants, and farmers ought to be provided with a delivery system which will enable them to sell their goods in foreign countries and deliver them on the purchaser's rather than on the seller's wharf. Until our merchant marine plies the waterways of the world this cannot be done, and our merchant ships in private hands will not go abroad to any great extent unless they can operate without loss.

It would be much the best plan for American exporters to provide this merchant marine for themselves, leaving the Government out of it, if the only interests to be served were those of the exporters. But the war has shown that a nation's safety may depend on her having her own shipping, not for commercial purposes only, but as an auxiliary to the navy. The O'Connor plan, as it appears superficially, would provide for this. For that reason, in the National interest, and particularly in the interest of the vast interior, with its agricultural surplus to dispose of, we approved the Harding proposal for a subsidy. The O'Connor plan, like the Harding plan, would provide for a part of the overhead cost of carrying on an international business. Whether it would be adequate or prove practicable in operation is a question to which the answer is by no means clear.

Requiescant in Pace

As the sessions of its seventh quinquennial meeting began last week at Washington, the International Council of Women was made the target of questions from the President of the National Patriotic Council. Apparently there is some fear that this International Council of Women will be used as a strategic point from which propaganda and attacks on behalf of Bolshevism and pacifism will be launched. We believe that the minds of those now disturbed by this fear may be set at rest. In the first place, the International Council of Women is a long-established institution. Its record for many years has been such as to free it from such suspicions. In the second place, the American people are strong enough to hear whatever these visitors may wish to say. And, in the third place, Lady Aberdeen, for more than fifteen years Chairman of the Council and sure to be re-elected for the next five-year period, is about as likely to be a victim of Bolshevism and unpatriotic influence as the most patriotic of the leaders of patriotic societies. The assembling of these women in this country should emphasize the fact, which we think most Americans tacitly recognize, that, however many points there may be on which the interests of nations may differ, there are many more on which they agree. In particular, America should welcome the growing influence of women in those matters with which women are peculiarly competent to deal.

The Langley Plane

ORVILLE WRIGHT has brought to a dramatic issue a controversy which has long agitated the world of aviation. He announced that he intended to give the original Wright airplane, invented by himself and his brother Wilbur, to the South Kensington Museum, in London. Mr. Wright said:

> For twenty years I have kept possession of the machine in the hope that a suitable home for it could be found in America. Several American museums have asked for it, but the one institution among these which seemed to be National enough in character was one to which I would not care to intrust the machine.
>
> This lack of confidence was the result of the way the officers of this institution had allowed the priceless relic of the Langley machine of 1903 to be taken out of the museum in 1914 and the original materials of its structure to be mutilated for the purposes of private parties to a patent litigation.

Upon the appearance of this statement The Outlook telegraphed to the Secretary of the Smithsonian Institution for a special statement. It is published in this issue of The Outlook, on page 54.

The spirit of Dr. Walcott's announcement gives ample evidence of the sincerity of his belief that the experiments with the Langley plane were thoroughly justified. So far as Dr. Walcott is concerned, the question at issue is solely whether or not his judgment in arranging for the test of Langley's airdrome was sound from the scientific point of view.

Whether or not Langley's airdrome could fly as originally designed or not, his place in the history of aviation is secure. In his own words the achievements of Professor Langley are fully stated:

> I have brought to a close the portion of the work which seemed to be specially mine—the demonstration of the practicability of mechanical flight—and for the next stage, which is the commercial and practical development of the idea, it is probable that the world may look to others.

From Dr. Walcott's own statements and from the Smithsonian report of 1914 it is obvious that the Langley plane of 1914 differed from that which failed of successful flight in 1903. Dr. Zahm, who was the official observer of the experiment at Hammondsport, makes no more specific claim for the identity of the original Langley plane with that tried out by Mr. Curtis than that "the steel main frame, the wings, the rudder, and the propeller all were substantially as they had been in 1903." He states that the reconstructed plane had "the same general system of control as in 1903." In addition to these statements he specifically shows that pontoons and the necessary trusswork were added to the Langley plane of 1903.

Only a few brief experiments were carried on with this moderately modified plane. Then a modern tractor propeller and a modern engine were added and a

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series of additional flights and hops were successfully achieved. These experiments would have been interesting and proper if they had been carried out with an exact copy of Professor Langley's machine. To devote after Langley's death the original apparatus to such an end forever made it impossible to prove the exact form and character of the original plane. It seems to us that Mr. Wright is justified in his strictures upon the judgment shown by those intrusted with the one outstanding relic of Langley's great career.

The Langley plane did not have an impartial trial. That trial was conducted by men hopeful of winning for Professor Langley an even greater fame than he achieved in his lifetime, and by men directly interested in proving that Orville and Wilbur Wright were not the first designers of a practicable man-carrying plane.

The loss of the Wright plane to America would be a severe blow to our National pride. It would have one good effect, however; it would make museum authorities think twice before they release historic scientific material under their control for any purposes, however laudable. Scientists, above all other men, should jealously guard their reputation for fairness and impartiality. Pure science cannot be served by deviating one hair's breadth from the exactest demands of principle.

Singapore

AS long as there are wolves in the world sheep will need the protection of sheep dogs.

This, in brief, has been and continues to be the principle on which The Outlook has based its judgment of what constitutes for any nation a sound policy of national defense.

It is true that sheep dogs have been known to turn sheep killers. It is likewise true that in history forces established for national defense have been employed for the very subjugation of the nation that created them. Nevertheless neither flocks nor nations can in the present state of the world be left undefended.

What constitutes fully adequate, or even barely necessary, national defense may be, and usually is, in each instance a matter for dispute.

No one suspects the British people, or any considerable part of them, of contemplating the abolition of defense sufficient for the needs of the Empire. Not even the MacDonald Ministry hinted at the destruction or even the weakening of the British Navy. In England the dispute has not been between national defense and no defense, but between those who have different opinions as to what constitutes a national defense that will really defend Great Britain and the nations constituting the British Commonwealth.

When the Labor Government was in power, the scheme for building a great naval base at Singapore was abandoned. This was done in spite of protests from Australia and New Zealand, whose defensive positions in the Pacific have long been regarded as precarious. One of the first acts of the Baldwin Ministry, on assuming office last November, was to revive the scheme and set in motion the building of that naval base.

On another page a British officer explains the purpose and what he believes to be the effect of the establishment of that base on the conditions in the Pacific.

Opposition to the Singapore base is not due to any fear that it will tend to make the military dominate Great Britain. The British flock is safe from its own sheep dogs. What gives concern is that sheep dogs of other flocks may be aroused to hostility by the British sheep dogs and mistake them for wolves. There is in Great Britain a growing interest in regard to the situation in the Far East. The recent treaty concluded by Japan with Soviet Russia has helped to confirm the suspicion that there is an undercurrent of intrigue between Japan and Russia, on the one hand, and between Russia and Germany, on the other, with China entering in as a fourth party; and this has made some of the British, even in Government circles, uneasy. Mr. MacDonald, whose judgment upon international affairs did not commend itself to most Americans during the war, has said that the Singapore base is regarded in the Far East as a "preliminary stage in a war between the yellow race and the white." He declares that Japan's reply to the Singapore base is "not a new naval programme, but a new political policy in the Far East." Japan has lost the position she had as long as the Japanese alliance lasted, and is now supposed to be feeling out for new alignments. Perhaps Japan's seeking for new alignments has been stimulated by the feeling that in the development of the Singapore base and with the American maneuvers in the Pacific she faces a combination between the British Empire and America that needs to be offset.

We do not believe that the Japanese are warranted in any such view. We do not believe that Japanese statesmen or men in Japan acquainted with naval affairs share that view. The United States has given evidence of its trust in the peaceful intentions of Japan by its act of self-abnegation at the Washington Conference, which made it impossible for the United States to institute any kind of war, defensive or aggressive, in the western Pacific. If the Singapore base will ever serve America, it will be as a means for defending commerce upon which America might rely from the depredations of some enemy. There is no suggestion of aggression in it. If Britain thinks it is necessary for the defense of her navy, she has a right to build and maintain it. We believe that the true interests of Japan should lead her to give to the building of that base at Singapore the same approval that Americans are ready to give.

The Danger of Ignorance

RECENTLY the Public Health Service in Washington requested the 62,000 Federal workers there to have themselves vaccinated against smallpox, in view of the fact that fifty-four cases of the disease had occurred in the city. President Coolidge at once set the example, and many others followed, but compliance with the request was far from universal.

It is safe to say that the reason was ignorance, and that such ignorance comes largely from the misrepresentation by faddists and theorists who are fighting modern medical science without in the least understanding it. Ex-President Eliot, in a letter sent to the American Association for Medical Progress, formerly known as Friends of American Progress, of which he is Honorary President, says of these people:

> We are in a position to know that these organizations have reached the danger-point. It must be fully understood that if this anti-medical programme should succeed the hands of the doctors would be tied and no further progress in experimental medicine could be expected. No reliable insulin would be available for diabetes, no antitoxin would be possible for diph-

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theria or lockjaw, no vaccine could be procured to protect the country against smallpox, and it would be utterly impossible to test such essential drugs as ergot, pituitrin, and digitalis.

Who some of the people are to whom the "anti" attitude is supposed to appeal is indicated by this published invitation from the head of one Anti-Vivisection Society:

> I invite all Anti-Vaccinationists, Anti-Vivisectionists, Eclectics, Homeopaths, Chiropaths, Osteopaths, Naturopaths of all branches, Christian Scientists, New Thoughtists, Theosophists, Medical Freedomists, and all brave and honest physicians of the Allopathic School (who secretly denounce the machinations and conduct of the political doctors) to send in their names and enroll as active participants in an Association of Free People against Medical Tyranny.

As a matter of fact, the number of "brave and honest physicians" of any standing in science or in their profession who oppose reasonable animal experimentation, which is obviously what is here meant, is a minute percentage. The anti-medical people know this; but who can blame the layman if he begins to believe the statements sent out by societies now heavily endowed by a few rich adherents when he sees such assertions as one that eight editors of prominent magazines, which are named, had "expressed positive interest in the opposition to vivisection, or in favor of the exemption of the dog from experimentation," even though inquiry failed to find a single one of these editors who had expressed any such interest? When a similar statement was attributed to the famous surgeon William J. Mayo, it called out from him these words: "The trouble with the anti-vivisectionists is that they are not only dishonest but willfully dishonest . . . the truth is not in these people." These and other instances of false statement are recorded in a pamphlet issued by the American Association for Medical Progress in New York City.

The total result of the campaign against truth and scientific progress is to alarm the unthinking and insidiously to encourage them to refuse to comply with health precautions. The "antis" have failed to pass, in Colorado and California, laws which would forbid any kind of experimentation, even the administering of any drug to any animal if it gave him any pain. If this legislation had passed, laboratory medical research would have stopped and, to quote the pamphlet already referred to,

> no smallpox vaccine could be made in that State, and unless fresh vaccine could be brought in from outside first the children, and eventually the whole population, would be exposed to one of the most terrifying and deadly scourges known to man. If there were an outbreak of diphtheria in that State, thousands of children would die as they used to die before the days of antitoxin unless relief came from some other State where no such law was in force. The outlook for farm animals would be just as bad. If there were an epidemic of hog cholera, it would be impossible to check it unless hog cholera serum, the only known preventive, could be procured outside the limits of the State.

Lately this form of appeal to ignorance has turned from trying to pass State laws to promoting referendum action. The answer is obviously in the spread of enlightenment, and such men as ex-President Eliot, Dr. W. W. Keen, the veteran protagonist of medical advance, and the late Ernest Harold Baynes have through this Society done much to that end.

Why is it that the United States in 1923 stood third highest among over fifty nations in the number of cases of smallpox, with only India and Russia exceeding its bad record? Why is it that in this country Massachusetts had in that year only one-tenth of one case to every 100,000 of its population, while Montana had one hundred and ten cases to every 100,000? Why is it that the United States and Great Britain had over 32,000 cases of smallpox, while a region in northern Europe of equal area had only 131? The answer of those who know the facts is that the "case rate of smallpox in any community is a direct index of the degree to which universal vaccination is preached and practiced."

One need not be an alarmist because there have been in 1923 and 1925 local increases in smallpox. The only wonder is that they have not been greater in view of the negligence engendered by the propaganda of ignorant fanatics who attack the very bulwarks of modern knowledge. It has been said with a great degree of truth that "every case of smallpox in this country means a victory of superstition, ignorance, or carelessness."

Mechanical Music

By LAWRENCE F. ABBOTT
Contributing Editor of The Outlook

THREE or four weeks ago The Outlook published a musical letter from a reader in Massachusetts who wrote from "Halfway Farm" and spoke of himself—somewhat humorously, I suspect—as a "hayseed." He wrote commending the new department in The Outlook which reviews monthly the current phonograph records and piano rolls. His letter without egotism but with clearness discloses that he is a connoisseur of worth-while music. A recent experience of my own strengthens my sympathetic assent to his commendation of the mechanical reproducers of music like the phonograph and the reproducing piano.

A family that I know intimately not long ago came into the temporary possession of a Victrola. It belonged to the girl friend of the young daughter of the family, and this daughter agreed to take care of the machine, which was in a somewhat bulky cabinet, while her friend passed through a period of homelessness and travel. With this Victrola came three or four albums of popular music, mostly jazz, some of it good and some of it bad. The first phonograph review which appeared in The Outlook of March 18 attracted my notice, and I bought some of the records which it approved—"Barberini's Minuet" and the "Motley" and "Flourish," arranged by Harold Bauer and played by him on the piano; two movements of "The Fire Bird" suite by Stravinsky, recorded by the Philadelphia Orchestra; the symphonic poem "Finlandia," by Sibelius, recorded by the Cleveland Orchestra; and a Hebrew dance and a Spanish dance for the violin recorded by Jascha Heifetz.

The evening that the records arrived the family gathered about the Victrola to try them. There was moderate approval of them from the young people, a boy and a girl of sixteen and seventeen, with one exception. The first movement of "The Firebird" was pronounced to be a terror! As a snap judgment I could not

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wholly condemn this verdict. On a first hearing this movement seems to be merely a succession of unrelated growls by the double basses and the English horn. But what interested me was to find that these two young people played all these records, including the growly one, again, and then again, and still again, until little by little they were substituted for the jazz records, or, at any rate, for the more commonplace ones. Gradually the young listeners began to form a more considered, intelligent, and comparative judgment. It was even finally admitted that the double basses had something interesting about them, while the second movement of "The Fire Bird" suite eventually became a great favorite.

When The Outlook for April 1 appeared, the second review of records and rolls was examined with great interest. The result is that I am now trying to screw my courage up to the point of spending eight or ten dollars for either Brahms's Symphony No. 1 or César Franck's Symphony in D Minor, the first being recorded on five Columbia records and the second on four Columbia records. The purchase has not yet been made because the family is divided and cannot decide which luxury it shall indulge in—Brahms at ten dollars or César Franck at eight dollars. The young people incline to Brahms, but the elders, being familiar with his First Symphony, are tempted to experiment with César Franck.

The disastrous thing about this discussion, from my point of view, is that I may be compelled to squander eighteen dollars and get both symphonies. A friend, however, whom I consulted on the matter, tells me that to spend eighteen dollars in this way would not be squandering money, but investing it.

The two young people whom I am trying to interest in good music are now eager to have a player-piano. But an electric piano of a really desirable make costs about as much as a fairly good sedan automobile, and their father does not own a business at all comparable financially with that of Dr. Samuel Johnson's friend Thrale, the brewer. On Thrale's death, says Boswell, Johnson, who was one of the executors, "appeared bustling about, with an inkhorn and pen in his buttonhole, like an exciseman; and on being asked what he really considered to be the value of the property which was to be disposed of, answered, 'We are not here to sell a parcel of boilers and vats, but the potentiality of growing rich beyond the dreams of avarice.'" So I am afraid that my young friends will have to content themselves with phonographic records. I comfort them by pointing out that the phonograph has at least one advantage over the player-piano or reproducing piano because it can reproduce the voice, the orchestra, and the violin. The verisimilitude of violin reproductions on the phonograph is perhaps the greatest achievement of that machine. Almost every family which has any interest whatever in music possesses a piano, and the veriest amateur can get some pleasurable sounds out of it. But a violin in any but practiced hands is bound to be a source of distress to everybody except the enthusiastic fiddler. The difficulties of eliciting sweet sounds from the violin was once put in a nutshell by Dr. Johnson. "There is nothing, I think," he said one day to Goldsmith, "in which the power of art is shown so much as in playing on the fiddle. In all other things we can do something at first. Any man will forge a bar of iron, if you give him a hammer; not so well as a smith, but tolerably. A man will saw a piece of wood, and make a box, though a clumsy one; but give him a fiddle and a fiddlestick and he can do nothing."

A friend of mine, an accomplished professional musician, objects to mechanical music, not only because so much of it is mediocre, but because he thinks it will destroy the interest in fine concerts. Of course he is right in believing that the music lover will get the finest cultivation and the finest enjoyment of the art from concerts when he has the time, opportunity, and money to attend them. But I think he is wrong in supposing that the phonograph or the player-piano destroys an interest in concerts. If Darwin could have had a phonograph, for which the records had been judiciously selected, in the country home where he did so much of his laborious scientific research, he would not in his old age have deplored the fact that the musical sense which he possessed as a young man had become atrophied from disuse.

At any rate, it may be pertinent to add that the young girl to whom I have alluded as having become interested in Harold Bauer, Stravinsky, Sibelius, Sarasate, Kreisler, and Heifetz through the Victrola, recently attended a recital by my professional friend who looks askance at mechanical music. The only number on the programme which she really enjoyed (and she enjoyed that one very much and discussed it intelligently) was one with which she had become familiar beforehand from a phonograph record.

The Musical Experiment at Rochester

Special Correspondence by BERRIAN R. SHUTES

ON May 1, the Rochester Philharmonic Orchestra, under the auspices of the Eastman School of Music, gave a concert entirely of American orchestral works. Not only the excellent quality of the music heard, but also the principle which prompted this project, made it a notable affair. The Eastman School believes that for the proper development of native orchestral composers their compositions must be heard, and heard frequently, that the public may know what fine work is being done and that composers themselves may profit by the lessons learned from actual performances. And it is the emphasis placed on this matter of giving composers a chance to hear their own works that makes this event unique.

The results showed what a demand exists for such a testing laboratory for American art. Fifty-four manuscripts were received, a most convincing proof of the vitality of our creative powers. Only seven of these works could be prepared for performance. But the seven composers had the inestimable advantage of hearing their works rehearsed and publicly performed, a procedure absolutely necessary in linking up the theory of compositions and orchestrations with its actual practice. The final test of a musical composition is made through the ear, and no amount of study can take the place of the actual experience of hearing. That the Eastman School went into this matter in a truly philanthropic spirit is evident from its very generous course in supplying transportation and

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entertainment for these young composers. There now needs to be some equally unselfish foundation for publishing such commercially unprofitable scores.

That the Eastman School was not indulging in vain hopes in regard to the quality of American music was amply proved. There was abundant evidence of sincerity, of superior musicianship, of genuine creative talent, and some moments presaged the eventual acquirement of that most difficult of attainments, an individual style. This was especially noticeable in the work of Aaron Copland, Bernard Rogers, George McKay, and Donald Tweedy.

Mr. Copland, a native of Brooklyn, uses the nervous, astringent modern idiom, dissonant and powerful but backed up in his "Cortége Macabre" by definite, easily recognizable thematic material and logical structure. These things, coupled with a strong rhythmic design, remove many of the terrors of his dissonances. Mr. Copland's power of organizing his material, his obvious sincerity, and his strong imagination have great promise.

The lovely "Soliloquy" of Mr. Rogers showed that his inspiration had come by way of France. It was a delicate, sensitive, fine work which was far from being a slavish imitation of his models.

The "L'Allegro" of Mr. Tweedy, who is an instructor at the Eastman School, has come to us out of the great tradition, the line of Bach, Beethoven, Brahms, and Wagner. But here again one met phrases of distinct individuality, moments when freedom from his masters had come.

The first movement of Mr. McKay's "From the Black Hills" was decidedly closer to the soil than any other work on the programme. Mr. McKay is a teacher in Lead, South Dakota, and something of the free and easy gait of the West has got into his score. It is frankly melodious, somewhat in the style of Anglo-Saxon folk-song, but never approaches triteness, as sometimes happens in this kind of composition.

These men have distinctly different personalities, representative of the different kinds of minds and spirits that go to make up our National life. They each have something valuable to say and must strive for their own utterance.

It is inevitable that there should be reminiscences of that European culture whence our music is drawn. We are, after all, but transplanted Europeans, and it is as difficult for us to develop a music unhampered by our connections as it is for us to build up a distinctly National language. We must wait for a musical Walt Whitman to show us how to turn European speech to our own purpose.

In the meantime opportunities such as those offered by the recent concert are inevitable. As has been said before, music is a matter for the ears and must be tested by those organs. Frequent opportunity for hearing his own works and those of his fellow-workers is one of the most stimulating experiences possible for a sincere composer. But to date this stimulation has been sadly lacking. The latest European novelty is hustled over and performed, while American work even of established composers are disregarded. The Rochester concert is a splendid refutation of the charge that American works are not worth while. Mr. F. E. Perkins, of the New York "Herald Tribune," in his critique of the performance, says: "Compared with the European novelties offered in New York in the season just closed, these American scores held their own remarkably well," an opinion with which all who heard these works will agree.

The programme follows:

Symphonic Study, "L'Allegro," *Donald Tweedy*
Tone Poem, "I Segreti," *Adolph Weiss*
Symphonic Poem, "Peace and War," *Mark Silver*
"Cortége Macabre," from an Unnamed Ballet.....*Aaron Copland*
Soliloquy for Flute and String Orchestra .....*Bernard Rogers*
Ukrainian Suite, *William Quincy Porter*
A Short Symphony, "From the Black Hills" (First Movement), *George F. McKay*

The Eastman School, and especially Mr. Howard Hanson, its Director, who conceived the idea of this concert and conducted it, should have the thanks of all interested in American art for undertaking such a vital work.

The Langley Plane[1]

A Special Statement for The Outlook

By CHARLES D. WALCOTT

Secretary of the Smithsonian Institution

THE announcement by Mr. Orville Wright that the original Wright airplane will be sent to the Times Museum at South Kensington, England, because he feels that he would not care to intrust the machine to the custody of the National Museum in Washington has brought up several questions of general interest in the history of the development of aeronautics in America, and in the care, proper labeling, and preservation of the objects exhibited in the Museum. He refers to the Langley machine as having been taken out of the Museum in 1914 and the original materials of its structure mutilated, and alleges that the machine now hanging in the Museum is not the original machine, but mostly a new machine with many of the restored parts of different construction from the original. The above statements are in error in several particulars.

In the spring of 1914 the Langley plane was stored overhead in the carpenter shop of the Smithsonian. The various parts not wrecked in the 1903 trials had been cleaned, oiled, and carefully put away. I had always been keenly interested in Professor Langley's researches in aeronautics, and, feeling that the failure of his plane to function was the result of accidental circumstances connected with the method of launching, it seemed worth while to give it another trial, something that Professor Langley would undoubtedly have done had he not shortly after suffered an illness which caused his death in 1906. I discussed the matter with several persons interested in aeronautics, who felt the same way about it. A few days later, learning that Mr. Glenn Curtiss was in the city, I asked him to come and see the plane. After we had looked it over, I suggested that he make an estimate of the expense of giving it a trial. He later submitted an estimate, which was accepted. The plane had not then been transferred to or exhibited in the National Museum, with the exception of the engine, which had been placed in its Technological Section. The machine was then taken from the Smithsonian shop and shipped to Mr. Curtiss at

[1] An editorial on this subject appears elsewhere in this paper.

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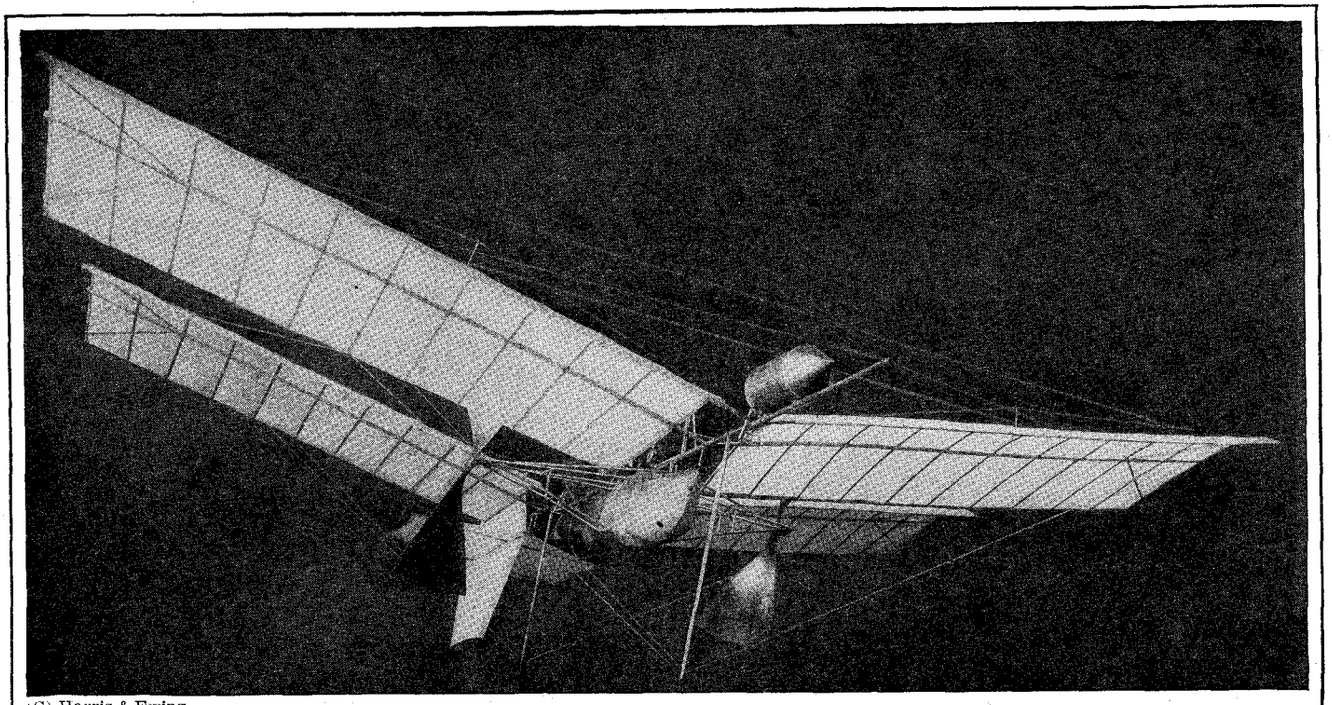

(C) Harris & Ewing

This is a photograph of a model designed by Professor Langley which made the historic flight over the Potomac driven by its own power. Alexander Graham Bell described that dramatic moment in the following words:

"Secretary Langley, too nervous to be close at hand, retreated to the shore; and, in my mind's eye, I can see him now, a lonely figure against the dark background of the woods, watching from a distance the results of the experiment.

"Then came the whir of the propellers, the catapult was released, and the machine shot off horizontally into the air. This was a critical moment—Would the machine fall into the water? Would it fly against the trees that surrounded the bay? Or would it clear the trees and make an extended flight?

"These questions were soon answered by the machine itself, which gradually rose into the air and made a beautiful, steady flight, far above the trees, continuing to climb higher and higher as it went along, until at last the steam was exhausted and the propellers stopped.

"This was his moment of triumph. After many years of study and experiment he had at last seen with his own eyes a steam-engine flying with wings in the air, like a bird. It had flown steadily on its designed course, without a guiding hand, traversing a distance of half a mile and coming down gently upon the water without injury."

Hammondsport, where the broken parts were replaced, the original engine bolted into its position, and pontoons with necessary supports added in order to fly the machine from the water. I went to Hammondsport, and on May 28, 1914, saw the plane driven by the original engine, which gave only two-thirds of the original thrust, get under way and after planing over the surface of the water rise and make short flights, carrying, in addition to the pilot, floats adding an excess weight of over three hundred pounds to what the machine was designed to carry. It was necessary to attach the floats to the framework of the plane by strong supports in order that the weight and the concussions resulting from landing on the water should not rupture the framework. After witnessing these preliminary trials, I requested Mr. Curtiss to test out the tandem principle of the wings by installing a more powerful engine, and to make such other changes as might be necessary to carry out these additional tests. This was done, and successful flights were made with the modified plane, all of which were reported by Dr. A. F. Zahm, recorder of the Langley Aeronautical Laboratory of the Smithsonian Institution. These tests were no more initiated for the purpose of influencing patent litigation than were Langley's original experiments. The cost of the experiments was paid by the Smithsonian Institution, and on their completion the plane was shipped back to the Smithsonian, where Mr. Reed, who did much of the work on the original machine, fully restored, largely with materials from the same stock as used in the original construction, the parts that had been broken or marred in the original crash and the tests at Hammondsport. After the machine was restored it was turned over to the National Museum, where it has since been on exhibition.

Professor Langley's interest in the conquest of the air began as a schoolboy, in observing the soaring flight of hawks. He devoted many years to study and research in relation to the physics of the atmosphere and the best methods of overcoming the difficulties of flight by man. He solved the fundamental problems involved, and clearly demonstrated in 1896 that it was possible and practicable to sustain heavier-than-air machines in flight by building a machine with a wing spread of sixty-eight square feet, with an engine and boiler that generated sufficient steam to drive the plane in repeated flights of three-quarters of a mile, taking the course predicted for it as a result of being guided by vertical and horizontal rudders. He wrote, after the tests of these smaller machines:

"I have thus far had only a purely scientific interest in the results of these labors. Perhaps if it could have been foreseen at the outset how much labor there was to be, how much of life would be given to it, and how much care, I might have hesitated to enter upon it at all. And now reward must be looked for, if reward there be, in the knowledge that I have done the best I could in a difficult task, with results which it may be hoped will be useful to others. I have brought to a close the portion of the work which seemed to be specially mine—the demonstration of the practicability of mechanical flight—and for

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the next stage, which is the commercial and practical development of the idea, it is probable that the world may look to others. The world, indeed, will be supine if it do not realize that a new possibility has come to it, and that the great universal highway overhead is now soon to be opened."[1]

In 1898 Professor Langley wished to build a large machine on the same lines as the smaller, which would carry a man as pilot. This was brought about through the co-operation of the War Department, and this was the machine that crashed and was returned to the Smithsonian shops, where it remained until 1914.

Professor Langley carried out his researches and gave them to the world as a contribution. He might have taken out patents and made trouble for future designers and manufacturers, but he preferred not to do so. If he had been a younger man, and had his health not failed, he would undoubtedly have found ways and means to have repaired the original plane and tried different methods of launching it, either on wheels or on floats. He did not succeed in obtaining a successful flight with the large man-carrying plane, which was accomplished later by the Wright brothers, a feat that was recognized by the Smithsonian Institution by presenting to them the Langley gold medal in recognition of this achievement.

The label on the Langley machine now in the National Museum, which states that it was the first machine capable of sustained flight, is based on the results of the early 1914 tests at Hammondsport, made with the machine as nearly as practicable in its original form and driven by the original engine.

There are other great American museums in New York, Chicago, St. Louis, and other cities that would be glad to give the Wright plane an honored place and great publicity. The invention of the airplane is a distinctly American contribution to the progress of civilization, and all Americans are justly proud of the accomplishments of the Wright brothers. The first airplane that carried a man in mechanical flight is rightly a heritage of the American people, and its loss would be deeply felt by all patriotic Americans.

The Smithsonian Institution requested Mr. Wright as far back as 1916 to place this machine in our National Museum.

[1] "McClure's Magazine," June, 1897.

Danish Democracy and Disarmament

Correspondence from ELBERT F. BALDWIN

The Outlook's Editor in Europe

WHEN I was in Copenhagen, I went out to the Tivoli, that great park and concert-hall. Among the people walking about I noticed a fine-looking father and son. Every one seemed to be aware of their presence and regarded them with respect. Yet no one saluted them. As a matter of fact, they did not wish to be noticed, I learned. They wanted to enjoy the place without any recognition of their station. They were the King and the Crown Prince.

The Danes like this kind of thing. They are instinctively democratic. Yet they are loyal to their royal house. Its members, like the rest of the people, have always been distinguished for democratic simplicity. They put on no "airs." They are of the people.

Disarmament

Is this the underlying, ultimate reason for an astonishing proposition before the Folketing, the Danish Parliament? Does a basic democratic instinct lead, through more proximate reasons, to disarmament? And this on the ground that, as a national democracy levels social barriers, so an international democracy should level military barriers?

Anyway, the nations are all complaining of armament burdens. This is just as true of small countries as of big. Among the former Denmark has always had a reputation, not only for democratic, but also for very independent thinking. She is now actually debating the question of abolishing her army and navy altogether! In that case, she would rely solely upon a police force for coast and interior guard.

The original Socialist proposal to this effect contemplated a force of but 800 men! The Radicals, backing the Socialist principle, have now not surprisingly proposed doubling this number. Nor is the further Radical proposal surprising, namely, a modest coast guard fleet of six medium and twenty-four smaller ships, some mine-layers, and a dozen airplanes.

Three Reasons

DENMARK affords three reasons for such a plan, assert its proposers:

(1) The country's proportionately longer sea-line than has any other nation of Continental Europe. Hence the unlikelihood of ever completely defending it. During the late war some English statesmen realized the truth of this, despite the help of all the British seacraft they could spare.

(2) Economy. A general coast guard and police force, as above outlined, would cost hardly a tenth of the sums Denmark now pays for national defense and for the cost of the up-to-date armament necessary to any modern army and navy.

(3) But even economy (so a distinguished Danish statesman who happens to be with me tells me) is not the proposal's more essential reason. That reason is found, he affirms, in a social and political fact—namely, the firm confidence felt by the majority of Danes in the increasing probability of peacefully adjusting all international questions, even if ultimately in some cases by a court of arbitral justice.

Bacon, Butter, and Eggs

To these three reasons I venture to add another—the undoubted instant attempt by Denmark's powerful neighbors to rush to her side *before* possible hostilities begin. And this not so much because they want to help Denmark as because, through her, they want to help themselves.

Danish products are absolutely necessary to other countries. Take England. The grandmother of nations cannot provide herself from her own territory with her essential foodstuffs. Most of her wheat comes from the New World. Most of her bacon, butter, and eggs come from Denmark.

In turn, this commerce benefits the Danes. About half Denmark's population is engaged in agriculture. And, what is more, small farm holdings are universal. Hence more individuals proportionately than in any other country depend on export trade. This trade is thus of vital value.

The Parliamentary Fight

As Danes are democrats both by instinct and by conviction, one is hardly surprised to learn that in their Folketing the majority is Socialist-Radical.

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The Danish Cabinet represents the Socialist Party, having the Parliamentary support of the Radicals.

Concerning the disarmament proposal, Dr. Munch, the Radical leader, says in general terms:

> No paragraph in the League of Nations' Covenant obliges a state to keep military forces. . . . Some states have military organizations; some are against military service; some have only a fleet; others are so unimportant militarily that they can assist only with economic sanctions. . . . The Geneva Protocol [providing for compulsory arbitration, security, and disarmament] will probably continue to serve as the basis for future dealings. . . . If the Protocol is signed by all the Powers, individual warfare will be abolished and Denmark will then have the ordinary duties contemplated in the Covenant. A land-and-sea police will be sufficient.

These views are also those of the Copenhagen "Politiken," perhaps the best known abroad of the Danish dailies.

Herr Stauning, the Prime Minister, considers the disarmament proposal the most important ever introduced into the Riksdag, Parliament's lower house. There is nothing in the proposal, he maintains, contrary to ordinary international law. He calls upon the Opposition to justify its point of view.

The Opposition

THE Conservative leader, Herr Pürchel, replies. The tenets of international law, he says, tend to make the duty of even the smallest state lie in defending itself as far as possible. Nor in future wars would it be possible, he believes, for any League of Nations member to remain neutral.

As to the findings and bindings of disarmament conferences, he adds, Europe will never be able entirely to disarm so long as a Soviet Russia exists, with Asia behind her.

Specifically, Herr Pürchel opposes the Socialist-Radical proposition:

(1) Because it outsteps basic law;

(2) Because it is contrary to the League of Nations' provisions;

(3) Because it might be detrimental to Scandinavian co-operation (only last week Denmark entered into agreements with Finland and Sweden for the submission of all disputes impossible to be settled by diplomacy and not sufficiently grave to be submitted to the Hague Court to a Permanent Commission);

(4) Because it offers no peace guaranty;

(5) Because it increases the danger of Denmark's becoming a theater of war;

(6) Because it involves a policy unworthy of Denmark.

Another political leader, Herr Brorson, a man of a different political complexion from Herr Pürchel, makes the following pithy comment:

> The Hague conventions, as well as the League Covenant, require our country to defend its neutrality with the forces at its disposal, and we have undertaken, loyally and effectively, to maintain the Covenant's provisions.
>
> Yet we put forward a disarmament proposal making it impossible for us to do anything!
>
> This hurry on our part has made an unfavorable impression in Europe.

Conclusion

THE "Bergslinkske Tidende" thus concludes:

> Disarmament can be brought about only if the League's deliberations concerning compulsory arbitration give positive results.
>
> Even if one expects much . . . of these deliberations, nothing can be done before a year at the earliest. In that time things may happen making it necessary to postpone the beginning of world peace some years longer.
>
> That is why we think the Danish Government should moderate its zeal for disarmament until things are more settled.

Amen!

The Restoration of the Gold Standard

By GEORGE E. ROBERTS

Vice-President of the National City Bank, New York

WHY was the announcement that Great Britain has returned to a gold standard a news story of world-wide importance? The Outlook called upon one of the foremost authorities in America to answer this question for its readers. At our request, George E. Roberts, Vice-President of the National City Bank of New York, has written for us the accompanying article.

THE action of Great Britain in returning to the gold basis is hailed throughout the business world as a constructive event of the first importance. Great Britain is one of the principal countries in world finance and trade, and not only are her own Dominions—Canada, Australia, New Zealand, and South Africa—joining in this action, but Holland and the Dutch East Indies have taken simultaneous action. Inasmuch as Germany, Sweden, Switzerland, Austria, Hungary, Poland, Czechoslovakia, Russia, and several of the Baltic States either had already brought their currencies to the gold standard or are about to do so, it will be seen that the greater part of Europe is now practically on the gold base. The United States did not get off the gold base, although it exercised control over gold exports for a time.

Thus the world is rapidly re-establishing the relations between monetary systems that existed before the war. One at a time and by a gradual process of evolution, nearly all the nations of the world had adopted the gold standard. By this is meant that their currencies were redeemable in gold upon presentation at the office of issue. The monetary unit of each country consisted of a certain number of grains of gold, and by reason of the fact that all currencies had fixed relations to gold they had practically fixed relations to one another. The "dollar," the "pound," the "franc," the "mark," the "ruble," the "yen," the "peso," etc., were names which stood for certain amounts of gold.

Thus the world had practically a unified monetary system, with gold as the base. As the value of any given sum in the money of one country might readily be calculated in the money of any other country, and might be expected to remain practically unchanged, a world system of prices existed. If at a given time the price of wheat in Chicago bore such a relation to the price of wheat in Liverpool that wheat could be moved from Chicago to Liverpool at a profit of a fraction of a cent per bushel, it was safe to sell and ship the grain, drawing on the Liverpool buyer in terms of British money for the sum, with shipping papers attached to the draft. There being 23.22 grains of fine gold in the dollar and 113 grains of fine gold in the pound sterling, the reader can calculate

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for himself that for every pound sterling received in Liverpool the American seller could count on receiving $4.866+, less the cost of bringing British gold coins to the United States mint, which before the war was something less than one cent to the pound sterling, including insurance and interest for time in transit. If the demand in London for means of payment in New York was a little stronger than the demand in New York for means of payment in London, he would not have to ship gold, and probably could sell his London credit in New York at par, or better, but if the exchange situation was reversed he would have to bring gold over or sell his London credit at a slight discount. The fact that he would have the right to present British currency for redemption in gold and bring the gold across on his own account, if he chose to do so, obviously would limit banker's charges.

This will serve to illustrate all kinds of international transactions. European investors placed a vast amount of capital in this country in the years following our resumption of specie payments in 1879. Prior to that time we had borrowed considerable sums abroad, but usually in terms of foreign moneys, but after we brought our greenbacks to par in 1879 European investors bought great amounts of our railroad bonds and stocks in the open New York market, taking the risk of exchange fluctuations themselves. This inpouring of European capital was a great factor in the development of this country, and it was due to the confidence felt by individual investors that they would be able to collect the interest or dividends upon these investments without the risk of violent exchange fluctuations; in other words, that they would receive the equivalent of a pound sterling for each $4.86 of income, or the equivalent of a Dutch guilder for each 40 cents, or a German mark for each 23.8 cents, etc. Surplus capital came readily to the United States from all European countries upon this understanding, and European labor came with it, the two together giving us the most wonderful development ever known in a like period of time.

To sum up, the common gold basis tends to make the world one business community, and, while a good many people do not like the idea of one trading community and many restrictions upon international trade are set up deliberately, such restrictions are directed to some purpose, while disorderly monetary relations embarrass export and import business and all kinds of financial transactions alike.

The war forced a general suspension of gold payments. All trade and credit conditions became abnormal, there was no knowing what the demands upon gold reserves would be, and every government considered it important to protect its reserves as the basis of the country's credit structure. For several years after the war a number of European countries continued to inflate their currencies as a means of meeting their budget deficits; and these currencies continued to depreciate, in several cases becoming worthless.

The injustice and hardship inflicted upon the creditor class, including savings bank depositors, holders of life insurance policies, and everybody having sums coming to them in terms of the old currencies, are generally understood; but few people understand the hardship inflicted upon the working people by the constant depreciation of the value of the wages in which they were paid. Wages were increased, but without regularity, and in most cases fell behind the rise of living costs, thus causing an enforced curtailment of purchases by the masses of the people. This was especially the case as to commodities which had to be imported, notably foodstuffs. American grain and meats cost fabulous prices in Germany, with the result that consumption turned largely to potatoes and other root crops. The American farmer has felt the effects in low prices for his products.

Similar conditions have existed in other countries. The British currency suffered less depreciation than that of most countries, the low point of the pound sterling being about $3.18 in the winter of 1920. From there it gradually advanced until at the beginning of 1923 it was close to $4.80, but unfavorable conditions turned it downward and in January, 1924, it was at $4.20. Then it rose to about $4.40, declined to $4.30, was back to $4.40 in September, 1924, and then rose to about $4.80 in January, 1925. These fluctuations were a hardship upon trade between the two countries. A British importer who bought wheat in the United States at harvest time last year, paying in sterling at $4.40, would find when exchange rose to $4.80 that he had lost approximately fifteen cents per bushel, provided prices in the United States remained unchanged. The risk of such fluctuations has caused foreign grain dealers since the war to buy from hand to mouth, and the effect of this policy has been to reduce their purchases in this country at harvest time below what they were in pre-war years. The grain crops come on the market rapidly after harvest, about two-thirds in the first three months, and the market needs heavy buying at that time to support the price. The fluctuations of all foreign currencies have deprived the markets of this support and been a factor in the unsatisfactory prices which have ruled for farm products. Foreign importers of grain, cotton, and other products buy in this market in United States money and sell abroad, months later, in the money of other countries. The risks of fluctuating exchanges are a charge upon the business, an additional charge upon the movement of products from producer to consumer. Obviously, these conditions affect our farmers directly and affect everybody either directly or indirectly.

These are the conditions which influenced the several countries originally to seek a common base for their currencies, and which are inducing them now to re-establish that bond of relationship. It has been said at times that the gold standard was a device of the "money power," but the wage-earners of Europe are eager to again receive their pay in currencies redeemable in gold. It is noteworthy that the Labor Government of Great Britain last year was outspoken in its declaration for resumption of gold payments, that the Socialist Government of Sweden was the first government in Europe to move decisively for the resumption of gold payments, and that the Soviet Government of Russia now has a currency based upon gold and is accumulating gold reserves with a view to definitely establishing gold redemption.

The governments which are resuming gold payments are pursuing a cautious policy to discourage the idle hoarding of gold coins or the unnecessary employment of gold coins in common circulation. The paper currencies which are in circulation answer the purpose of a domestic medium of exchange, and so long as they are kept at par with gold have equal purchasing power. They are kept at par with gold by supplying gold for all purposes where gold alone will answer, such as the making of international payments. It would weaken the reserves at this time to pay gold freely for ordinary trade purposes.

The most significant thing about the resumption of gold payments by Great Britain at this time is that she dares to do it. Her ability to meet all demands in gold depends upon favorable trade conditions. Not even Great Britain, with all her financial strength, could long afford to pay gold if the balances were steadily running against her. This action of the British Government, therefore, may be taken as meaning that, in the opinion of the financiers and traders of London, more stable conditions in world trade may be expected in the future, and this, if correct, will mean better conditions for business everywhere.

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The Last Stand

By LEWIS B. REYNOLDS

Those who think that the square-rigger belongs only to history should journey to the Northwest, where the salmon fleet still wages a gallant fight against steam and oil

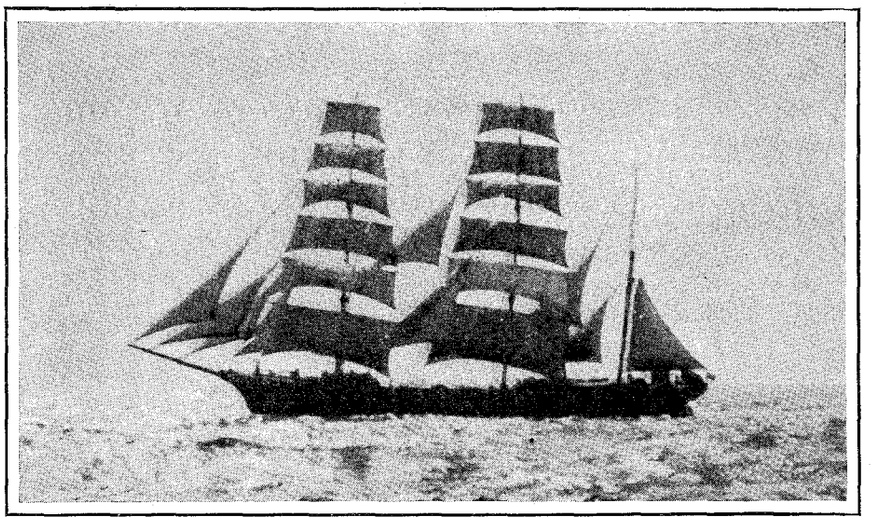
THEY tell us that the day of the tall-masted ship, beloved of Conrad and Masefield and Bill Adams, is passed.

But there is one valiant band of twenty-three sailing vessels which will not admit defeat. During the last few months they have been idle in winter quarters at Alameda, California, but with the coming of spring they will slip out, one by one, through the piled-up cliffs of the Golden Gate, and with all canvas set and drawing full, beat their way northward to the salmon grounds in Alaska.

Under the American flag and flying the burgee of the Alaska Packers Association, they constitute probably the greatest fleet of deep-water sailing ships yet remaining in active service anywhere in the world. They are manned by large crews, not only because a square-rigged ship demands more men to work her than the fore-and-aft schooner type, but because the vessels are used to carry the fishermen and cannery hands as well as empty cans and supplies. Full-rigged ships, three-masted and four-masted barks, they range in size from 1,001 up to 3,381 gross tons, and can carry, on an average, approximately 130 men apiece.

The fleet consists of seventeen iron and steel vessels and six wooden ones. Every ship has a history. The craft with iron and steel hulls are known as the "Star" class, from the fact that with all of them the prefix "Star of" and the name of a country form the name of the ship. But most of the ships have not always had their present names, and many had great fame under other titles. One, the Star of Falkland, is now bearing her fifth name under her third flag. Built in Scotland in 1892, she was launched as the Durbridge, and was originally of British registry. Under the German flag she was the Steinbek, and she has also been known as the Northern Light and the Arapahoe.

To-day the full-rigged ship, with square yards on all masts, is a species as nearly extinct as the American bison. Yet ten ships of the fleet are of this class, and they are not kept merely as museum pieces. Every year they slip out of their berths with the approach of the season and make the pilgrimage to the salmon grounds. It is a sight that draws tears of admiration to the eyes to see one of them standing in for Unimak Pass in a squall, the rain driving down into the gray-green choppy sea and the ship pitching in the welter until the mist blots it out. And so long as the Packers Association continues to favor sail instead of steam there will be an American school for sailors as distinguished from mere seamen.



Courtesy Alaska Packers Association

The Star of Finland off the Golden Gate

Some of the fleet are very old ships, and there are probably no men living to-day who sailed in them when they made their maiden voyages. It is no exaggeration to say that a single ship has outlived a thousand men who were at one time or another members of her crew. Yet the ships themselves are hale and hearty in their old age, and useful, too.

The three oldest vessels are all iron barks, built in England and Scotland. All have passed the half-century mark of service; the Star of Peru and the Star of India were launched in 1863 and the Star of Chile in 1868.

The largest and newest craft are all the product of one American yard, that of A. Sewall & Co., of Bath, Maine. They were built from 1899 to 1902.

Some famous builders are represented among the fleet, four ships being from the ways of the Harland & Wolff yard at Belfast, Ireland. In 1874 this yard was building comparatively small sailing ships, such as the iron bark Star of Russia; to-day they are known wherever seafarers foregather as the builders of some of the largest liners in the world.

These old windjammers, survivors of a period when the great bulk of the world's commerce was carried in sailing ships, are equipped with cold storage, electricity, and radio. There is no chantey while the crew stamp around the windlass on the fo'c'sle head to get the anchor in. That, like the heavy work of handling sails, is done by steam from a donkey-engine.

To men accustomed to the cramped cubbyholes assigned as quarters in modern steamers even to the captain the roomy suites allotted for the use of the masters of these sailing vessels seem palatial indeed. Situated aft in the poop, there is a commodious bedroom with a large double bed, not a bunk. On one side is the entrance to a smaller room, used as the captain's office, and another door leads to his private bath. The saloon and living-room adjoin, and are shared by the master with his officers. One ship (not of the Packer fleet) laid up in the estuary has an open fireplace in her saloon.

It is interesting to compare the parts played by steamers and sailing vessels in bringing out the Alaska salmon pack to San Francisco. For the season of 1924 the portion that came through the Golden Gate was 766,045 cases. Twenty sailing ships and two steamers carried it. Steamers brought 48,500 cases. The rest, 717,545 cases, was carried in the holds of windjammers.

While the fleet of the Alaska Packers Association is the most important single group in the estuary, there are other

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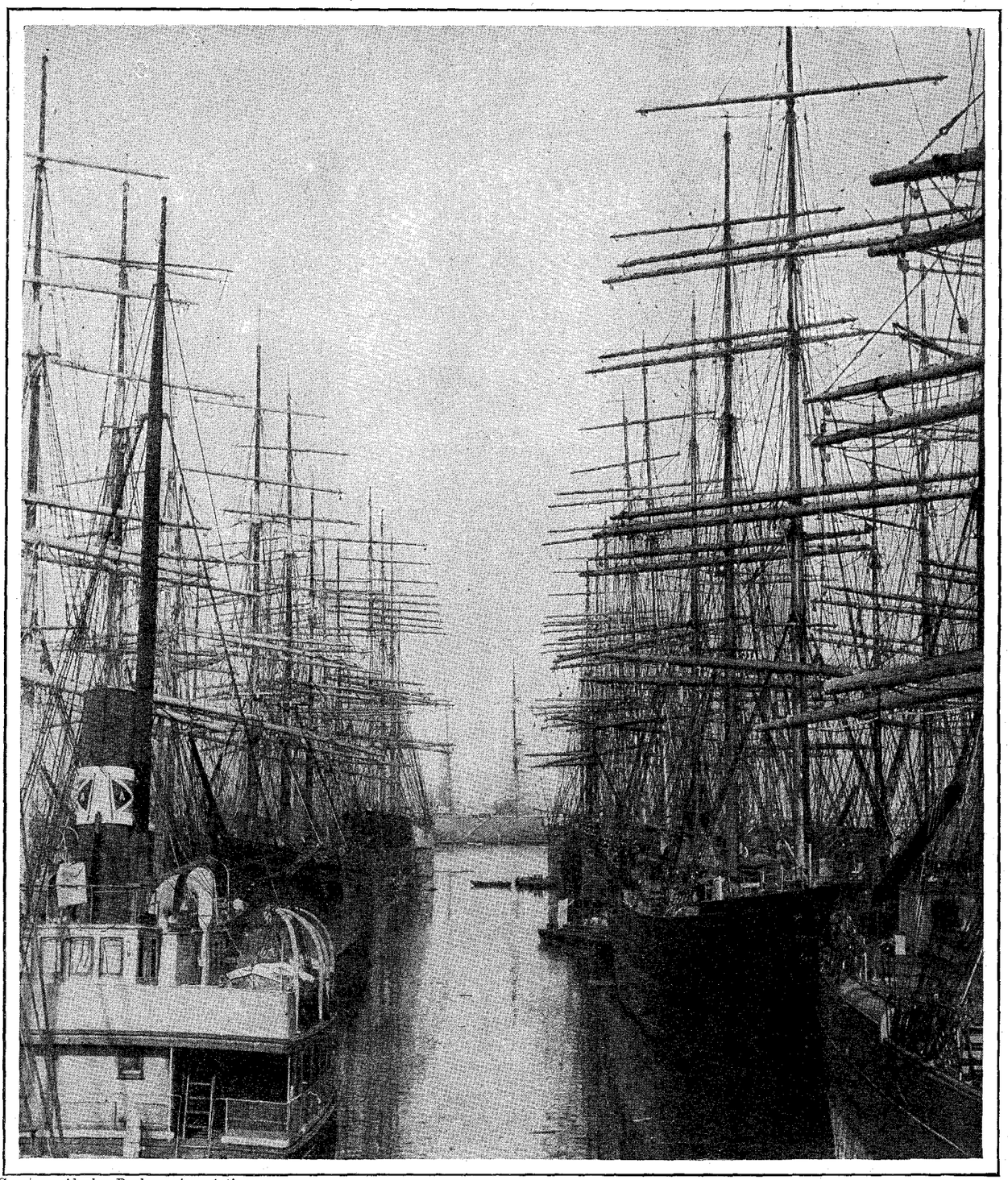

Courtesy Alaska Packers Association

The winter quarters of the fleet

ships every bit as interesting. There is the old Coast Guard cutter Bear, which last year rounded out a half-century of service in Arctic waters, carrying the mails and a touch of civilization to the natives and the few Government teachers and officials otherwise abandoned in those lonely outposts where white men and women have to fight desperately sometimes to keep from going stark mad. Days and wan summer nights spent chasing fugitive offenders; landing on a bleak rock to dig from the ice the long-dead and frozen bodies of a hapless exploring party; discovering pools and small lakes of oil from seepages on the Arctic coast—this is the stuff of which the Bear's men spin their tales.

Although Congress has appropriated money for a new ship to succeed the Bear, she will probably make one more trip this summer while her successor is being built. What will be done with the Bear then is not known. There has been some discussion in Seattle about buying her for the city as an Alaskan museum.

The Oakland Creek was once the home port for a tremendous fleet of whalers, but these have dwindled, and that glory is but a vestige of its former self as far as sailing craft go. But there are still the Nanuk, the Charles Browler, and the Herman. The Herman has built up for herself a reputation somewhat like that enjoyed by the Bear, for her skipper, Captain Louis Lane, has sailed to the North for more than twenty years and has a way of snooping around islands whose sovereignty is the subject

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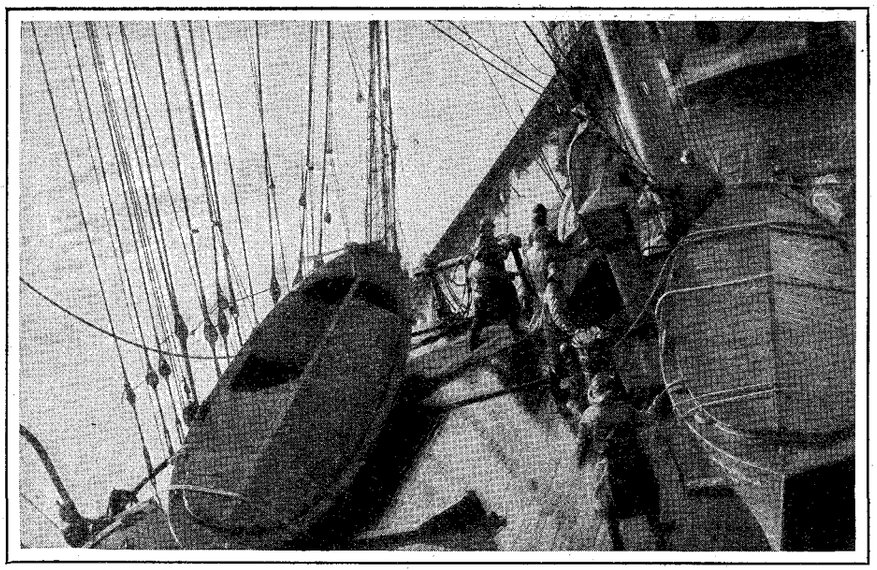
of contention between Russians and Canadians and Americans.

Among other sailing ships laid up in Alameda or at Government Island, in the estuary, are a number owned directly or through one of his companies by Robert Dollar, the dean of American shipowners on the Pacific coast. One of these ships, the Reinbek, has been under four different flags: British, German, French, and now American.

There was moored in Alameda Harbor last winter one-third of all the iron and steel sailing vessels of 1,000 tons and over documented under the laws of the United States, nearly two-fifths of all the tonnage registered in that class.

It is a peculiar thing that while the estuary, with its varied population of steamers, sailing craft of all rigs, and old hulks laid up to molder away the remainder of their days in the mud, offers an unusual wealth of subjects for sketching and painting, the writer has only once in his rambles come upon an artist at work, which tempts him to observe that "On a Certain Blindness in Artists" might have been a germane title to this article.



Courtesy Alaska Packers Association

The Star of Finland in a storm. She has just shipped a heavy sea which crushed the lifeboat shown on the left

King Coal Setting His House in Order

By William Helm

NOT long ago I ran across a coal man whom I had last seen in the prosperous days of the fall of 1922. At that time he confided to me in a burst of good spirits that he was making more than $5,000 a day, "with hardly a turn of the hand—simply getting coal for people who've got to have it." In addition, he was making a fat profit from his own coal operations.

But when I saw him the other day he was different. He needed a shave, for one thing, and, for another, his natty attire of other days had outlived its nattiness. It was evident, just to look at him, that his prosperity picture had been painted in colors that fade.

"Well, how's everything?" I asked.

"Not so good," he replied. "Fact is, it isn't good at all in the coal industry any more. Shot to pieces—that's the word. And more trouble in sight."

"What's the matter?"

"Same old story—labor trouble. Only this time we haven't got a strike on our hands. We've got what's worse, a war-time wage scale. It's eating the heart out of the industry and it's sending almost every operator in the country onto the junk-pile."

A contrast, indeed, this talk, with the independence and cocksureness of the industry during the profitable period just after the last big strike, so I pressed him for details.

"How about the non-union operators?" I asked. "They haven't any war-time wage scale. What's wrong with them?"

"No," he said, "you're right. They haven't got high wages to bother them. They're mining more coal and going broke faster than ever in their lives before. They're paying 1917 wages now, from what I hear—they don't publish their figures, you know—digging coal cheaply and running away with all the union markets.

"They've got almost all the business they can handle, and there it ends. There isn't one in a hundred that's making a dollar a week. The trouble is they've cut one another's throats—slashed 'em from ear to ear—to get the business. Coal is a drug on the market, and to get the business these non-union fellows not only had to bid against union coal but had to outbid one another.

"They are marking their selling prices down to cost, just to keep the mines going till the turn comes. And generally when they go back over their figures they find that, instead of exact cost, they've marked their prices down below cost. They're losing money—nearly all of them."

Inklings had dripped into the press from time to time, but never so clean-cut a statement as this of conditions in the coal industry to-day. My acquaintance's gloomy picture seemed worth looking at more closely. Perhaps the Government bureaus dealing with coal could shed more light on conditions. So I decided to check him up, expressing the hope as we said good-by that his troubles soon would be relieved.

"So far as I'm concerned," was his parting shot, "that's unlikely. My company went into bankruptcy a few days ago, and I guess I'm pretty well cleaned out for some time to come. Even so, I've got plenty of good coal men to keep me company. And there are plenty more on the way. Lots of 'em will be along soon."

The Pains of Contraction

UNFORTUNATELY for the soft-coal industry (as distinguished from anthracite, to which incidental reference will be made further) and for the general prosperity of the country, the coal man's picture seemed fully justified in the light of reports to various Governmental agencies at Washington. Purged of non-essentials, conditions were found to be without a recent parallel in our industrial life.

The coal industry, one high official of the Government told me, is undergoing the pains of contraction at the present time. It has long been recognized as a sufferer from over-development. For years we have had half as many mines again as we needed, half as many workmen again as were necessary to meet our average normal demands.

We are now getting rid of the excess mines and workmen, as this official saw

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it, by the simple though painful process of eliminating the undesirables. In a pack of hungry and savage animals it might be called the survival of the fittest. In the coal industry it is the long-awaited deflation, overdue for years, that inevitably comes to every business after a great war.

Every other large industry in the country has already readjusted its affairs. The coal industry alone has not. Too many mines, too many men, a wage scale still up in the clouds—these were the outward and visible signs seen by my mentor as the symptoms of the violent internal disturbance, a disturbance which seems destined either to make or break the $3,000,000,000 soft-coal industry of the United States.

Take the factor of too many mines first. Everybody in the industry recognizes now that it is over-developed. Some of the leading men have recognized this basic trouble for years. Lately the knowledge has become general in the trade.

What has been the result? The natural one, of course; everywhere mines have closed down. In some fields literally hundreds of coal mines have been shut down with a permanency that looks as if it were made for years. Voluntarily and as a self-sacrifice for the good of the industry? Certainly not; in response to the ruthless working of the economic law against waste.

They have been closing down all winter, these soft-coal mines, with a regularity that has chilled the blood of the tens of thousands of workers to whom they have meant a livelihood. And they are still closing down. Hundreds closed down, many of them for years, it is thought, on April 1, the beginning of the new coal year. And still others are to close down in the near future.

They Fell First

THE high-cost mines producing average quality coal were the first to feel the pressure. Many of them closed months ago. Others but recently shut down. Within the past thirty days the largest coal company in the world boarded up sixteen of its workings to concentrate its energies on other mines where operating costs were lower.

In western Pennsylvania, Ohio, Indiana, Illinois, and elsewhere the shutdown has assumed proportions that have alarmed the leaders of the mine unions, and still the process continues. In those four States non-union coal from West Virginia and central Pennsylvania has rolled over the boundary-lines like a destructive tidal wave, carrying all union markets with it in its irresistible sweep.

The Cost to Labor

Too many men—one can see that now. It has been an anxious winter for the miner's wife out in the union fields. How she and her brood have kept soul and body together passes the ways of understanding—even, perhaps, her own. They have done it somehow; spring finds them pinched, suffering, destitute. And spring, in most cases, means simply a continuation of winter, minus the cold and snow.

It is no exaggeration to say that tens upon tens of thousands of union mine workers in the soft-coal fields have worked, on an average, less than two days a week all winter. Perhaps these unfortunates could be numbered by the hundreds of thousands, for the miners' union boasted not long since of nearly half a million members. The whole industry has trembled under the body blow—at least the whole unionized industry.

Some of these idle workers have given up the union and the fight and have migrated to non-union fields, lower wages, and steadier working time. Many of them have gone into other work altogether. But many thousands are still desperately holding on, as men sunk twice clutch at anything before going down for the third time.

Pathetic, indeed, is their plight. All the more so because many of them are floundering in their own minds for the reason of their distress. All they know is that they are getting no work. They look to their leaders for succor; surely the leaders know what to do, and surely they will do it soon. So grimly the men hold on, little knowing the whys and wherefores, hoping, trusting.

There is something infinitely touching in the way they trust the leaders. Great brawny men with the will and the wish and the imperative need to work follow unquestioning those who led them to the trough of plenty in the days gone by. Loyalty sparkles clear, like a diamond, in the dark of these coal mines—mute, ungrudging loyalty to follow where the leaders lead.

But tragedy stalks, too, in the way the leaders have pointed out. The leaders themselves are approaching desperation. They foresee, not only continued disaster to their followers, but a day when perhaps the present loyalty will sour, as milk does after a thunder-storm; a day when their leadership may be overthrown and they may look elsewhere for office and occupation. How soon it will come they dare not contemplate.

It is an open secret in the trade that miners' leaders want to bring about a wage reduction so that the union fields may compete once more with near-by non-union operations. They have sought to do this and to save their own faces at the same time by having the proffer of a joint conference emanate from the union operators. At least, that is the well-substantiated story current in the industry.

Certainly there is circumstantial evidence to support it. On two occasions the union operators of Illinois, Indiana, Ohio, and West Virginia have been on the verge of meeting, reputedly to frame a demand on the mine union for a wage revision, or at least a conference looking to a wage revision. Once the meeting was postponed; the second time it actually was held, but Illinois and some of Indiana were unrepresented, and so it disbanded without action.

Then, too, the trade tells of an effort to have the Government step in and call a conference. That would have saved the mine leaders' faces. Mr. Hoover was much interested in this suggestion, for it was he who was instrumental in having the present wage agreement signed—an agreement that will not expire until April 1, 1927. But the movement came to nothing. The story goes that it was put up to the President, and that he declined to call the conference without being requested to do so by both parties to the contract. Whether that was actually done has not been officially disclosed, but the story is believed by hundreds of union operators.

In the Non-Union Fields

AND in the meantime what has been happening in the non-union fields? Literally, they have run away with choice trade of the union markets in all territory where freight rates make competition possible. They have stepped in with low prices based on the premise that they are paying wages at but two-thirds of the union scale. And that is literally true.

As a result, these non-union operators have closed contracts right and left, contracts that for years have gone to union producers. The price was the inducement. Some of the contracts cover from three to five years, so conditions won't be changed overnight, even should there be a quick revision of the present union wage scale.

But to get the business the non-union men have figured desperately close to the cost mark. They have fought each other with the general abandon of the free-for-all. The other day a mammoth non-union producer took a big contract for run-of-mine coal at $1.10 per ton delivered on cars at his mines. He can't possibly mine his coal for any such sum.

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His losses on that contract will run, at present production costs, into thousands of dollars, but the business enables him to keep his mines going at capacity; perhaps he will be able to redeem the losses by profits on other contracts.

Mine employees in the non-union fields made more money last winter than ever before in their lives. They worked full time and overtime, while their union brethren, enjoying a wage scale at least one-third higher, watched them in hunger and idleness. These non-union men have worked for a $5-a-day minimum, on the theory that it is better to put in six full days each week at that unworthy wage than to work only two days at $7.50 a day.

Where is the current carrying the industry and the public? Where is the wind going? Answer the one and you answer the other.

It seems fairly certain that there will have to be a new deal soon in the coal industry. It would seem beyond human endurance to repeat the experiences of the past winter. And any new deal, it seems almost equally certain, must bring with it a downward revision in union wages, so that the loyal and capable rank and file of the union army may have the opportunity to make a living. They can't do so now, it appears, in competition with cheaper non-union coal.

How this revision will be brought about lies, at the moment, in the lap of the gods. There is a new bitterness in the relation between union operator and union mine leader. Neither will take the initiative—not yet—in seeking a conference to revise wages downward. Each realizes it is bound to come. And therein lies the deadlock.

When it comes, how far will wages fall? They are perched now on a pinnacle untouched during our post-war readjustment. Non-union wages are easily one-third below them. Will union wages be scaled down one-third? And, if so, what is to prevent non-union wages from going still lower?

Lincoln it was, I think, who said a nation could not endure half slave and half free. His utterance, paraphrased, has significance to-day for the great bituminous coal industry of the United States, now prostrate. Can it exist half union and half non-union?

The Conflict of Coal

WHEN wages fall, as fall they must, soon or late, great will be the effect on the anthracite industry as well. For anthracite is not mined wholly for the householder.

Millions of tons go into competition with bituminous in the Nation's mills and factories.

Lower wages in the soft-coal fields may mean that bituminous will run away with anthracite steam coal markets, just as non-union soft coal has run away with union bituminous markets. What then?

It seems logical that there then must inevitably follow a revision downward of anthracite wages. And that is something else. For the anthracite miner is a man of prosperity to-day. He will not meekly submit to a wage cut. To cut his wage means to face a strike, and, in all probability, a long one.

And there you are. Work out the answer if you can. The coal industry itself seems incapable of doing so.

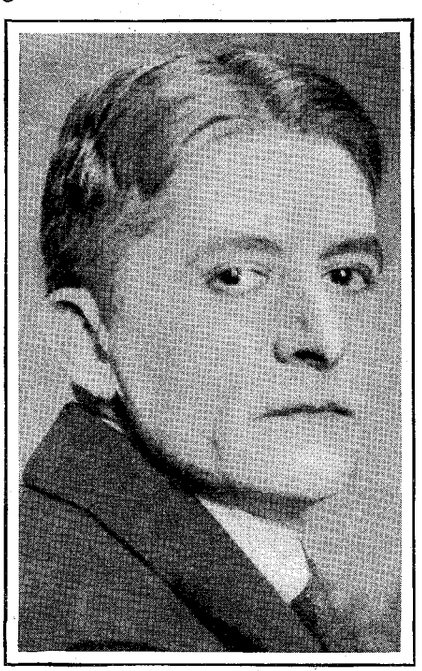
Can Apes Think?

An Interview with Dr. Wolfgang Köhler

By JULIA HOUSTON RAILEY

THE Greeks of the Golden Age wrote and sang of the "Fortunate Isles." Some geographers claim that by these they meant the Canary Islands, off the west coast of Africa. But if so, there is a modern German translation of this sunny Greek version of the Canaries which etches a harsher though no less haunting picture.

For nearly seven years a German scientist, Dr. Wolfgang Köhler, Professor of Philosophy in the University of Berlin, now in America to lecture on psychology at Clark University, was marooned by the war on Teneriffe, the largest of these islands—studying apes. He had been sent there by the Prussian Academy of Science to have charge of its Anthropoid Station in a climate more possible for a European to endure than the swampy heat of Cameroon, the then German coast colony whence the animals were imported for his purposes. And he remained, perforce, a restless modern Prometheus, experimenting, like his prototype, with a spark—the spark of mentality in the brains of half-human apes; chained, perhaps as his punishment for playing with fire, to a black basalt rock



Dr. Wolfgang Köhler

in mid-Atlantic, rising bleakly to the cone of a frozen volcano twelve thousand feet high.

To be sure, the "rock" which is Teneriffe is sixty miles long and thirty wide, with a hundred and thirty-odd thousand Spaniards living upon it, as a province of Spain, but the sun shines hot on its lava and pumice-stone plains from April to September, parching every leaf of green on the inhabited lower slopes until the dreary rains fall, reviving life, if not spirits. A lonely psychologist, with captured apes for company for six and a half years, Teneriffe has penciled lines of patience and a hint of cynicism upon the Professor's worn, fastidious face, has streaked his hair with gray. The silken European courtesy of his manner with ignorant questioners has a gentleness that somehow suggests repression. It would probably relieve his nerves to exterminate us, but he civilly refrains.

There was one sigh: "Must we speak again of the apes?" Having just published a book concerning them, "The Mentality of Apes," on this side, where he arrived only recently, the Professor is ready to close the book now and begin a new one—about students, doubtless—but Clark, Harvard, the Boston newspapers, and the interviewers will not suffer him to forget so soon his nota-

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ble psychological research in a hazy and little-explored mental field.

He describes it in this fashion: "We wished [at Teneriffe] to ascertain the degree of relationship between anthropoid [manlike] apes and man in a field which seems to us particularly important, but on which we have as yet little information." The question was "whether beings which show so many human traits in their 'every-day' behavior *do not behave with intelligence and insight under conditions which require such behavior.*"

What is "intelligence"?

With the tentative caution of the scientist, he defines it thus: "What seems to us 'intelligence' tends to be called into play when circumstances block a course which seems obvious to us, leaving open a roundabout path which the human being or animal takes, so meeting the situation." In other and less theoretic words: When an ape, finding a bamboo pole too short to reach and knock down some hanging fruit, sharpens the end of a stick with his teeth and fits it into the pole, thereby achieving a long enough double stick, that ape is behaving with intelligence. Any other animal but an anthropoid or a man would, after vain leaps, in all likelihood sit mournfully upon his hind legs, regarding the pole and the stick and the food without the vestige of an idea as to how to bring the three together and the prize into its stomach!

All the experiments at Teneriffe were of the same general sort as the one indicated: "The experimenter sets up a situation in which the direct path to the objective is blocked but a roundabout way left open." Query: Can the animal, surveying all the potentialities of that situation, solve the problem in the possible roundabout way? If so, he is intelligent, as man is intelligent, except that he is, in the case of apes, still in his mental A B C's—his primer class—while man has pushed ahead and taken his A.B. degree.

Which fact, incidentally, makes an ape a better subject for psychological study than a man. For here, in the dim and groping brain of our hairy brother-in-evolution swinging from the lower branches of the same genealogical tree, are to be found mental processes in their beginnings, so simple, uncomplicated as yet, and easy to diagram that in observing them one gains some knowledge of the *nature* of acts of intelligence in general.

Nine chimpanzees and two gorillas were studied. (With the orang-utan of Borneo and Sumatra, these three classes of higher apes, as is commonly known, constitute the anthropoids, in many ways nearer to man than to the other ape species.)

Now the gorilla we have been taught to consider the thug of the animal underworld—a huge, ferocious, low-browed brute, throttling white men for amusement. Dr. Köhler deprecates any such stock Sunday-supplement picture. The gorilla, as the Professor knows him, is a gentleman—of the rough diamond type, certainly, but with sufficient sportsmanship to respond to decent treatment. While the near-human chimpanzee, which, Dr. Köhler says, stands out from the rest of the animal world by several characteristics of form and structure, is in the main one of the most docile and wistful of creatures, frightened almost into a fit by a lizard or mouse or a child's toy donkey; impulsive and emotional—throwing its arms round some beloved human at one moment in a spasm of gratitude for a favor done, or slumping indignantly down on the ground in the next, with a spell of sulks because no one will play with it.

Courtesy Harcourt, Brace & Co.

Grande achieves a four-story structure

Not that there is a generic chimpanzee any more than a Sunday supplement gorilla. The nine in the Anthropoid Station's stockade were as unlike in mind and body as any nine persons picked up at random from the streets might be.

As a group, however, with due regard for the failings of the least gifted among them, their performance under the most detailed and precise of test conditions was intelligent—they "behaved in a way which counts as specifically human." They got out of blind alleys with ease and removed all sorts of obstacles to their goals; they used sticks and other implements correctly; they pole-vaulted with long bamboo rods, using the jump to attain a hanging object; they employed ladders and piled boxes under bunches of fruit dangling too far above their heads. They made double sticks, as already noted. They even painted with white clay, moistening it in their mouths and, with obvious admiration of their own handiwork, whitewashing whole beams, if their energy lasted.

Apes repeatedly chose photographs of bananas as against photographs of stones, and one of them always welcomed his own likeness with the "specific gesture of friendly greeting" usually bestowed upon another ape or a human friend.

Memory tests were prolific of results. Anthropoids have the sense of smell to a very limited degree. Entirely eliminating that factor, then, by the experiment of burying a pear—with all the animals watching—at a considerable distance and subsequently obliterating all traces of the hiding-place, the investigators had the satisfaction of seeing one, Grande, run unhesitatingly past some false holes, dug and roughly covered to deceive the apes, straight to the correct and remembered spot. Thirteen months after some experiments in perception of size one chimpanzee in a first series of ten tests made one error, while another chose all correctly. Still another chose between two colors exactly as had been done thirteen months before. People they did not forget.

Their inordinate vanity and love of self-adornment amuses one. Like some posturing and vehement mime in outlandish trappings, Grande would festoon herself with ends of rag and rope, trailing bushes, or the like, and tear about the stockade histrionically, her black hair streaming, her eyes glittering with dramatic rage assumed for the act. From mirrors they could not be pried. Dr. Köhler would find them gazing pro-

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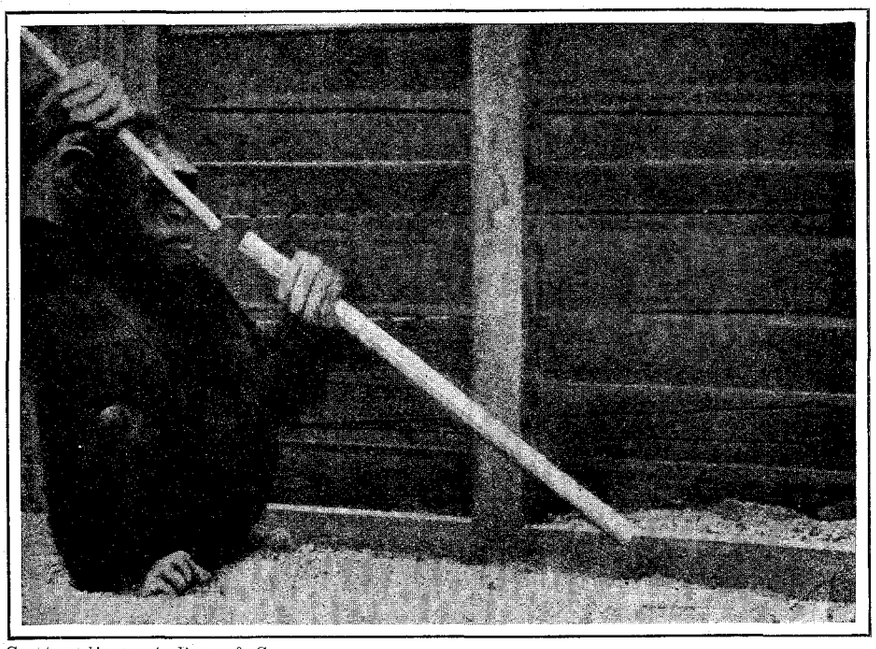
foundly into shallow pools of rain water or cupping their hands round splinters of glass and bits of shiny metal, staring fascinated at any surface reflecting their faces.

Nothing seems quite so strange to us, however, as their dances. Round and round a post in single file black figures will trot at the heels of a leader who has started this particular game, usually bearing more heavily on one foot than on the other, and thus keeping time to a sort of rough rhythm. Heads wag, the dance grows faster and faster, and the human watchers think—what? Of black *men,* with tom-toms perhaps, "ring dancing" by firelight on the fringes of the jungle. The gap between ape and man narrows at times in the eye of a beholder.

Dr. Köhler admits as much, half humorously, half with a sense of the weirdness of man's undeniable kinship with these inarticulate and wistful brutes roaming the borderland of his compound.



Courtesy Harcourt, Brace & Co.

Sultan making a double stick

The Singapore Naval Base

By "SEMINOLE"

A British army officer analyzes a grave problem of the Far East

IT may be remembered that Singapore was specially excluded from the terms of the Washington Disarmament Conference. France immediately took to an intensive submarine and air programme, and the Japanese, none too happy under the obligations they were forced to accept, straightway laid down a large number of fast commerce-destroying cruisers.

Two years later the first Baldwin Government placed special emphasis upon the building of a naval base at Singapore (subsequently their Labor successors repudiated the idea), and the Singapore base became a first-class news item. Upon the return to power of the Conservatives this Far Eastern naval-base scheme was again thrown into the limelight, for the first act of the present British Government was to resanction a sum of £10,000,000 odd for the completion (?) of the Singapore base.

Once more the speeches of Japanese statesmen anent such a menace to Japan were broadcast and the insistence of "White Australia" legislators in favor of urgent progress with the work was given wide publicity. Pacifist idealists fulminated against this policy of armaments as threatening certainly and soon a new world war. British Liberals and Laborites stressed the effect of this naval activity upon the susceptibilities of the Japanese, and the American press candidly welcomed the proposal as a free British guaranty of security to American Pacific interests. In England those opposed to Imperialism and the present Government hinted that the £10,000,000 for Singapore was only a red herring drawn under the pretext of "Empire defense" across the Government's housing, unemployment, and other domestic shortcomings.

THE facts are that all concerned have for many years been fully aware of British policy regarding the establishment of a naval base at Singapore. Its keynote lies in the fact that Britain in her own interest must view with grave apprehension the possession of Java, Sumatra, Borneo, and other adjacent islands by any first-class Power. In 1914 Java in the hands of Germany with Singapore unprotected would probably have meant the loss to Britain of all her Pacific interests and India.

So long as the fulcrum of world power lay in the North Sea, Britain's programme of defense in the East and Far East was subordinated but was never neglected or forgotten. During the late war many anxious moments were spent by those responsible for the safety of the British Empire and by those in charge of American interests in the Pacific as to whether Holland could be excluded from the conflict. Holland in on the German side meant immediate seizure of Java, Sumatra, etc., by the Japanese.

The German navy once eliminated, Britain simply continued her original plans regarding Singapore. For twenty years Britain has been steadily improving and extending the commercial harbor with an eye to naval necessities, and will probably continue to do so for the next twenty. No one, least of all Japan, blames Britain for accepting her obvious responsibilities. Whenever the matter is intelligently discussed, the Japanese frankly admit that, while they don't welcome the idea, it is exactly what they would do themselves. A naval base at Singapore in the present bellicose state of mind of mankind is essential to the existence of the British Empire. Its absence would most certainly invite war, its completion might possibly prevent war. Even in our most highly civilized centers we do not yet leave our doors open at night as an invitation to our friends or foes to help themselves to our valuables.

The center of world power to-day lies no longer in the North Sea, but is shifting to the western Pacific. Japan, the United States, Britain, and Russia, and possibly, reluctantly, France, have recognized this. Each, acting in what it conceives to be the best interest of its na-

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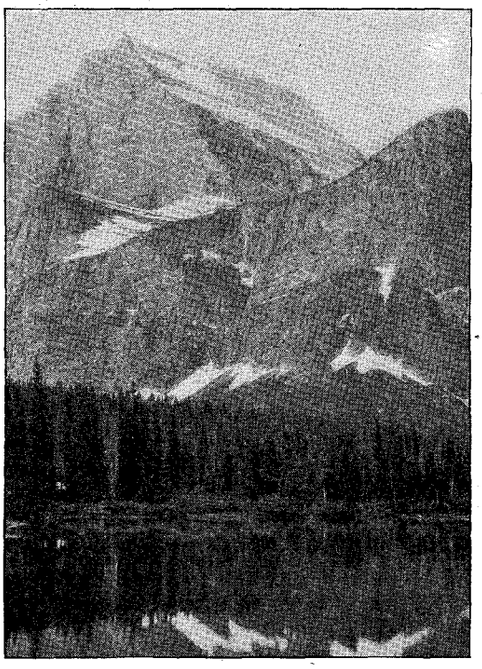

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tionals, continues to strive for the strongest possible position in case dispute should arise. Russia and Japan, with China as their henchman, have accepted a new orientation, with Britain and the United States grouped in friendly observation. Pressure of population in Japan (producing annually a 250,000 increase), together with restrictive immigration laws in America or Australia, may force the Japanese to demand concessions. Such demands, vital to Japanese existence, will only be of weight provided their refusal might result in serious conflict; for strong naval and military forces are still convincing political arguments.

IT should be clearly understood that Japan is not predatory in her policy, but is being forced by a rapidly increasing population, even now far beyond her territorial capacity, to provide a place in the sun for her citizens. Already, in a tense atmosphere of industrialism, is the danger of social revolution tending steadily to compel the Japanese ruling classes, even at the risk of war, to insist upon fair play for their constituents in the undeveloped areas of the world.

The United States, unable at such a distance to protect her Philippine responsibilities or her Pacific trade, then groups with Britain. Russia, struggling to the open sea, repulsed in her European and American overtures, comes to agreement with Japan; France, still anxious for military domination, hovers between the two groups or dreams of running out of the herd and becoming "solitary." Singapore then becomes of prime importance, for from such a favorable position can adventures against transpacific communications and commerce or Pacific, Malayan, and Indian territories be checkmated. Naval attack upon Japan either from America (6,000 miles) or Singapore (3,000 miles) is outside the range of tactical effectiveness (500 miles). The same may be said of attack by Japan. A land descent upon Singapore for topographical reasons is beyond practical consideration.

A naval base at Singapore is, then, no menace to Japan or America. The Japanese have long been fully aware of Britain's plans and necessity in the matter. No menace to Japan is intended nor is any felt by the Japanese. The Dutch, as in the past, acquiesce and possibly welcome British strength in their midst as the surest guaranty of their continued possession of Java, Sumatra, etc. What threatens the Dutch threatens Britain. With American co-operation assured at the Washington Conference, the Singapore base will fully protect the

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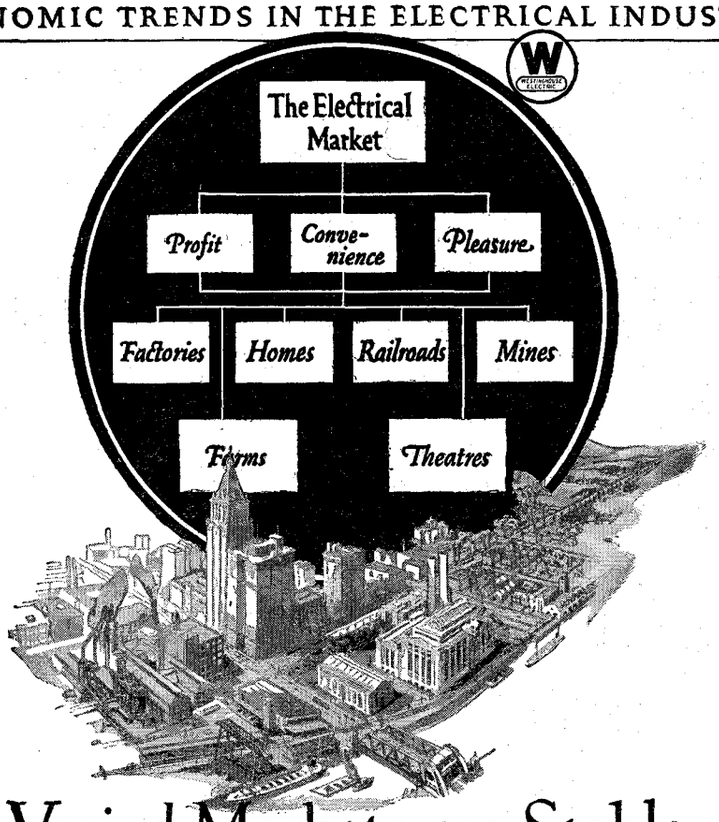
Philippines. In the present uncivilized state of the world, Singapore should then reasonably be considered, not a point of war, but an additional safeguard of peace.

From the commercial view-point the proposed concentration of power in Singapore has already drawn international capital to a recognition of the importance of the place as a distributing center. Substantial and imposing buildings housing representative foreign firms are replacing the makeshift structures of the past. Land values have increased, business is good and growing better, and labor is abundant, contented, and prosperous. A unique civic pride has created a truly wonderful system of parks, driveways, and public utilities. Beautiful homes adorn the many suburbs, and the amenities of life well permit of permanent residence both by Europeans and Orientals.

In the general air of optimism and prosperity the Japanese share and many thousands of them live and thrive within sight of the base itself. The fact that any large concentration of naval and air strength would increase the price of foodstuffs seems to be the only anxiety or interest displayed in the base by the local inhabitants. They think it is an Imperial affair, a necessary matter, and that eventually it will be a very fine base indeed.

TO-DAY there is very little evidence of warlike preparation to be seen in Singapore. Some 2,500 acres of land purchased by the local Government have been presented free to the Imperial authorities, and a very efficient and sufficient system of oil fuel tanks have been constructed. Sites for graving and floating docks have been selected and provision for an extensive airdrome has been considered. Either the climate is not conducive to hurry or international relations in Asia are so satisfactory that leisurely progress is sufficient. The site is ideal, for the proposed base could accommodate any conceivable concentration of naval strength with ease and safety. No serious naval attack could have any hope of success, since, owing to the facilities afforded by the neighboring waters to mine layers, the nearest point from which hostile gun-fire could be brought to bear on the base would be at a distance of about forty miles. When completed, in, say, some twenty years' time, at a cost not remote from £100,000,000, the Singapore base will be one of the finest in the world. Its inception was common sense, its fruition will be wisdom and the surest of all guaranties of peace in the Pacific.

ECONOMIC TRENDS IN THE ELECTRICAL INDUSTRY



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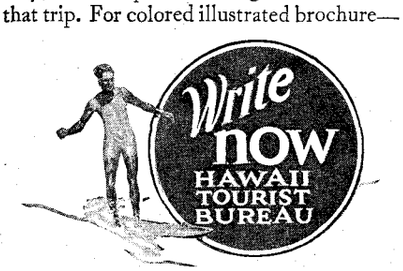

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The Book Table

Edited by EDMUND LESTER PEARSON

Six Important Novels

Reviewed by R. D. TOWNSEND

TWO of the best of recent American novels deal realistically with life in sparsely settled regions of Southern States. James Boyd, who wrote "Drums,"[1] has explained how he is able to make the North Carolina of our Revolutionary period seem actual and close to us. He finds the dialect and local talk in the back districts to-day much as it was then and "a better picture of the American colonies there than in any other State; its character has changed less than any other, since it has no important seaport." After study of old diaries and letters and by observation of present survivals of talk and customs he has reproduced what is obviously a true picture of Scotch hardness and integrity, English loyalty to the King, the unreason and violence of the mob, the upspringing of leaders of democracy, and the final welding of the contradictory elements into American patriotism.

This may sound portentously historical, but in fact the book has character, humor, and action. Few better-told tales of fighting have been written than the account of John Paul Jones's sea battle in the Bonhomme Richard against the Serapis, in which young Fraser, the country boy around whose adventures the novel is written, took an active part. It may seem forced to call a book like this realistic, but that word exactly conveys the impression received. Yet it is realism with an epic note. "Drums" is a first book, but no allowance needs to be made on that account.

The other Southern novel to which the adjective realistic is applied is Ellen Glasgow's "Barren Ground."[2] Here also that description, although thoroughly apt, is incomplete. The background of the story is the run-down, worn-out farm country in remote Virginia where neither modern methods nor capital have rooted out the all-pervading broomsedge, and where the fight is not for riches or comfort but for bare sustenance. The people have mental malaria. Once in a while an active-minded person, like the girl Dorinda, has courage and efficiency. When her youthful love dream has crashed into a cruel tragedy, she comes back to the broomsedge and builds up a prosperous farming business. She marries, but not from love or romance. Once she exclaims, "Oh, if the woman who wanted love could only know the infinite relief of having love over!" Yet, self-sufficient as she is, the reader feels that Dorinda's success has left her with only part of her woman nature satisfied.

In execution and clearness of rendering this study of life, hardship, and suppressed romance shows the author at her best.

Miss Sinclair's new story[3] is a sound and sincere piece of writing, with little or nothing of that psychology of morbidity to which the author is inclined. One feels great liking for this spiritually minded, if not notably intellectual, clergyman and his devoted wife who starts as a skeptic and gradually absorbs from her husband his simple theology together with his spirit of human love and helpfulness. Their children go wrong; the boy drinks and the girl is a self-conscious prig who puts her repute as a professional charity worker above affection for her parents. There are interesting side-excursions—one, capitally done, into the realm of cubism and vorticism. In a way the book is opposed to Miss Sinclair's "The Cure of Souls," that searching picture of the self-indulgent, hedonistic, socially pampered clergyman.

"Elizabeth" of the German Garden, author of that delightful tale of a journey to Rügen and of many other books, some just amusing, others a little bitter in tone, and one, her "Enchanted April," a charming romance, now gives us a story which she calls plain "Love."[4] In this, "Elizabeth" (current book catalogues introduce her to us as now the Countess Russell) tackles the problem which Mrs. Deland put into "The Vehement Flame"—namely, the extremely unpleasant consequences which are likely to follow marriage between a distinctly middle-aged lady and a young and romantic man. In Mrs. Deland's story the age ratio was thirty-nine to nineteen; in "Elizabeth's" it is forty-seven to twenty-six. There is in any such case a cruel strain on the reader's sympathy and a feeling that the situation, while not impossible, is too trying; and, in "Love" at least, that the

[1] Drums. By James Boyd. Charles Scribner's Sons, New York. $2.50.
[2] Barren Ground. By Ellen Glasgow. Doubleday, Page & Co., New York. $2.50.
[3] The Rector of Wyck. By May Sinclair. The Macmillan Company, New York. $2.50.
[4] Love. By "Elizabeth." Doubleday, Page & Co., New York. $2.

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contrast between the delicious whimsicality of the first part and the sadness of the final disillusionment and subdued tragedy is excessive and painful.

A new novel by Sheila Kaye-Smith is an important event in the fiction-reading world. Every one hopes that it will be as good as "Joanna Godden"—better we could hardly hope it to be. Lately a critic put down that earlier story as one of the three recent novels he looked to see take a permanent place in literature.

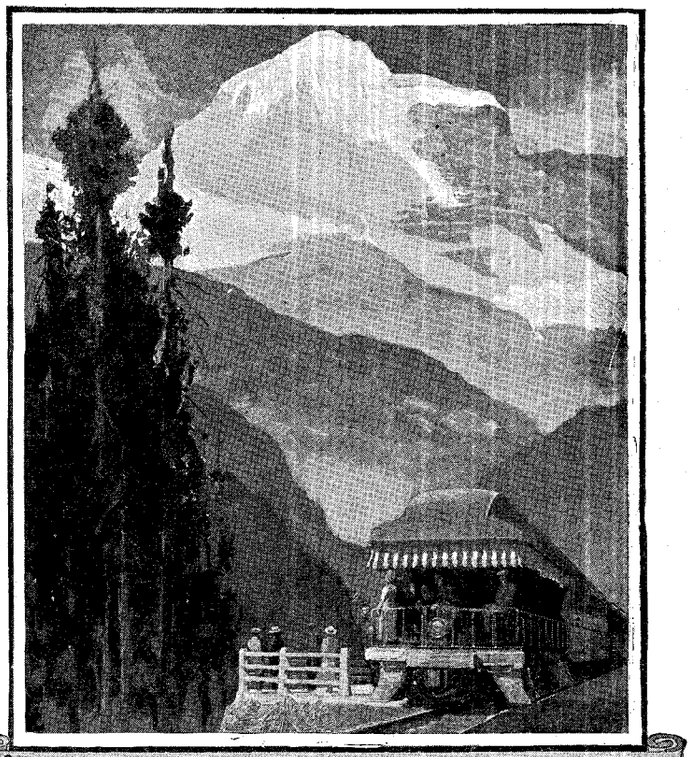
"The George and the Crown"[5] certainly comes very much closer to the measure set by "Joanna Godden" than did "The End of the House of Alard"—a competent piece of fiction writing, but with no character in it fit to compare in abiding interest with the independent, forceful, and yet lovable Joanna. In the present story it is a man that most holds the interest—Dan, son of a Sussex father and a Sark mother and with traits of both races. He is generous, well-meaning, likable, and honorable, and his strange entanglement with the tempestuous and vacillating Belle comes from a mixture of love and pity. So also does his married life with his pitiful and pretty Sark bride. A happy solution of his misfortune and unhappiness is foreshadowed at the end; all he needs is a sensible wife to make him a steady man and a good citizen.

In its background the story has a vivid contrast in the change of scene back and forth between the rugged and primitive island of Sark and the calm Ouse Valley in placid Sussex with its farming community and its rivalry between the glory of the pretentious Crown, an inn and later a resort hotel, and the decline and fall of the George, a "pub" falling into disrepute under Dan's father's slackness of manners and morals. While the interest is less concentrated in the present story than in "Joanna Godden," it is always alive and is evenly and strongly maintained as between its men and women, the working out of their temperaments under special stresses, and the underlying pressure of passion and circumstance. The book's appeal is to a large audience—those who recognize the author's art in creating and presenting human nature in story form.

Readers of Mrs. Wharton's story of American society in New York and in Europe may ask, Why "recompense" rather than "retribution"?[6] The author acknowledges her debt to Grace Aguilar for the title, but has she borrowed an apt one? At all events, this mother's infatuation with a man she met long after her elopement from a stolid

[5] The George and the Crown. By Sheila Kaye-Smith. E. P. Dutton & Co., New York. $2.

[6] The Mother's Recompense. By Edith Wharton. D. Appleton & Co., New York. $2.



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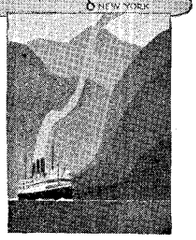

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Here, too, John Hancock wooed the fair Dorothy Quincy, whose family homestead still stands, splendidly preserved. Here, also, are countless relics of those early days. The honored dust of our two early Presidents lie in the crypt under the old First Parish Church.

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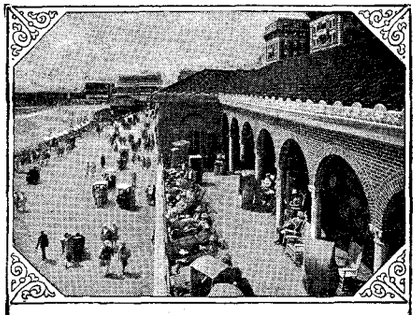

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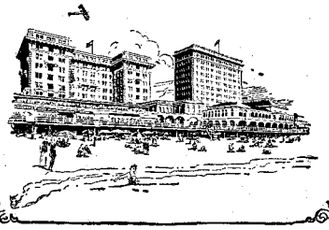

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husband, and desertion of a little daughter, brings about a painful situation when the mother is restored to her daughter's love, years after, only to see her become engaged to that very man. Poignant is a mild word to use of such a situation.

One misses in this novel Mrs. Wharton's lighter and more satiric touch, but must admit that it would be out of place. And we have a keen study of a class of Americans abroad who live in "a state of inaccuracy, excitement, and inertia."

The New Books

HISTORY AND POLITICAL ECONOMY

THE INDESTRUCTIBLE UNION. By William McDougall. Little, Brown, & Co., Boston. $2.50.

This is the second volume to appear of a projected group of books on American Nationalism, following "The New Barbarians," by Professor Abbott. It seems to be a far better book than Professor Abbott's. The tone is, except for a slight lapse or two, one of philosophical urbanity; this is regrettably not the tone of "The New Barbarians." The author is Professor of Psychology at Harvard, but is of English birth. As a critic of our institutions, therefore, he has the advantage of perspective enjoyed by de Tocqueville and Bryce, of whom (though he has not shown himself the equal of either) he is no unworthy successor.

Professor McDougall possesses in notable degree the rare and precious gift of definition. In his opening chapter he sets forth the essential characteristics of nationhood and gives us his conception of the ideal nation. Into this conception a mystic element enters. "A nation," says he, "is not a mechanical structure but a moral organism; an organism is not built; it grows, develops, evolves." He is quite right. The authentic nationalism is of the higher verities which the mind accepts, though logical processes are inadequate to their complete explication. It has an absolute ethical basis, as Professor McDougall convinced us in his "Ethics and Some Modern World-Problems." It is there; and the Communists, the Internationalists, and the other "ists" cannot explain it away or find a working substitute. One should, however, be careful not to confound this mystic element of nationalism, patriotism, and the higher politics with the mystification (or mendacity) commonly practiced by politicians.

The greater part of the book is devoted to a careful inquiry (using a historical and analytical method) as to how far we have progressed towards true nationhood, towards realization of the ideal State-

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Nation. The writer concludes that, with many favoring circumstances and in face of many obstructions, we have progressed far, but that we have still far to go and may not sit down in complacency. The most serious obstacles in the past have been the Negro element of our population and the character of the more recent immigration. On the assumption that our recently adopted immigration policy will not be relaxed, we may consider the immigration menace ended. There remains the Negro Problem; and it is refreshing to find a man of such quality as Professor McDougall—so thoroughly informed, so impartial and magnanimous—daring to state the problem with perfect candor. He sees only two solutions as practicable: one, the *laissez-faire* or slow melting-pot solution, which is now in actual process and which, if continued, will result in complete amalgamation of the whites and the blacks; the other, complete segregation of the two racial divisions. The latter seems to have been favored by Jefferson and Lincoln; it was strongly urged by William G. Sumner. But adoption of that method would presuppose a degree of combined information, cold common sense, and generosity (for it would cost a pretty penny to carry it out handsomely), of which even the American people may scarce be considered capable. Amalgamation, then; and that would mean (admitting the possibility that the biologic result at the end of, say, 100,000 years, might be satisfactory), to put it most sweetly, retardation of the achievement of ideal nationhood.

Other obstacles to such achievement, such as the increasing tendency to blackmail the Government by organized minorities, receive proper attention. To conclude brusquely, the book may be recommended almost without reservations as in a very high degree instructive and interesting.

Notes on New Books

THE CHURCHES OF ROME. By Roger Thynne. E. P. Dutton & Co., New York. $5.

A book of historical information about thirty-four churches in Rome in addition to St. Peter's. Descriptions of their works of art and many illustrations.

THE NEGRO IN SOUTH CAROLINA DURING THE RECONSTRUCTION. By A. A. Taylor. The Association for the Study of Negro Life and History, Inc., Washington, D. C. $2.15.

A historical dissertation.

THE LIFE OF SAN MARTIN. By Anna Schoellkopf. Boni & Liveright, New York. $2.

Biography of a great South American soldier and statesman.

THE HOUSE WITHOUT A KEY. By Earl Derr Biggers. The Bobbs-Merrill Company, Indianapolis.

A detective story; a murder mystery, in the unusual setting of Honolulu, and with the further novelty of a pleasing Chinese detective. The reader of the book is in for two or three hours of genuine entertainment. By the author of "Seven Keys to Baldpate" and other good stories. The price is also a mystery; probably $2.

THE GOVERNMENT OF ENGLAND, NATIONAL, LOCAL, IMPERIAL. By David Duncan Wallace. G. P. Putnam's Sons, New York. $2.50.

Second edition of a book first published in 1917, with the changes made necessary by the events of later years.

PUBLIC EMPLOYMENT OFFICES. By Shelby M. Harrison. The Russell Sage Foundation, New York. $3.50.

An exhaustive study in nearly seven hundred pages.

IMAGINA. By Julia Ellsworth Ford. E. P. Dutton & Co., New York. $2.

A fanciful story for children and for grown-ups who like children's books. Illustrated by Arthur Rackham and Lauren Ford.

BEGINNING THE CHILD'S EDUCATION. By Ella Frances Lynch. Harper & Brothers, New York. $2.

Letters upon the education which may be given to children by their mothers before school days.

SOME DO NOT . . . By Ford Madox Ford. Thomas Seltzer, New York. $2.

A novel of English social life, much praised by some of the English reviews. The device of the three dots . . . is so often employed that it is a wonder that the printer did not run out of them. In the days before the invention of the linotype he would have done so. One of the reviews gleefully announces the author's language as "almost shockingly outspoken," but, save for the frequent use of one word which used not to be in good form except among dog fanciers, the book seems nothing out of the usual run in that respect. Nor in any other.

TRACK AND FIELD. By T. E. Jones. Charles Scribner's Sons, New York. $2.

A handbook of track athletics by the physical director of the University of Wisconsin.

THE PERMANENT COURT OF INTERNATIONAL JUSTICE AND THE QUESTION OF AMERICAN PARTICIPATION. By Manley O. Hudson. The Harvard University Press, Boston. $4.

By the Bemis Professor of International Law, Harvard Law School.

THE WOLVES AND THE LAMB. By J. S. Fletcher. Alfred A. Knopf, New York. $2.

Another novel by the English writer who follows Anna Katharine Green in the number of his novels, and in their general high quality. This hardly seems one of his best.

A BRIDGEMAN OF THE CROSSWAYS. By Justin Heresford, Jr. The Marshall Jones Company, Boston.

A book about the religious experiences and Western adventures of the author's father.

HUNTING AND CONSERVATION. By George Bird Grinnell and Charles Sheldon. The Yale University Press, New Haven. $5.

A book of the Boone and Crocket Club. Essays on hunting big game and on exploration in North America.

THE GARDENER. By L. H. Bailey. The Macmillan Company, New York. $2.

First copyrighted in 1900. A brief book of directions for growing fruit, vegetables, and flowers.

MR. KELLO. By Ian Ferguson. D. Appleton & Co., New York. $2.

A story about a Scots parson of whom it is recorded in history that he was "hangit" in Edinburgh, October 4, 1570. The Mr. Kello of history so perished for strangling his wife with a towel, after which deed he calmly went into the pulpit and preached to his flock. Mr. Ferguson's

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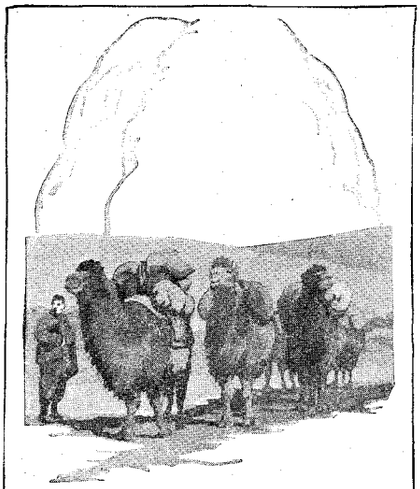

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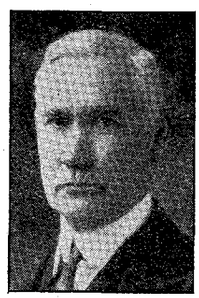

GEORGE E. ROBERTS was for five years assistant to the President of the National City Bank before becoming Vice-President in 1919. He has been President of the Commercial National Bank of Chicago and twice Director of the Mint.

THE list of Charles D. Walcott's scientific achievements and honors occupies nearly a column in "Who's Who." He has always been particularly interested in geology and paleontology, the Cambrian rocks and faunas of the United States being his especial subjects of inquiry. He has been Director of the United States Geological Survey, and since 1907 Secretary of the Smithsonian Institution.

THE plan of Lewis B. Reynolds's life seems more or less like a sandwich of sea voyaging between slices of education. His first attempts at seafaring, made when he was about fourteen years old, were astride a plank in Puget Sound, from which he was dragged to attend public school. Soon after graduation he shipped out of Seattle on a freighter bound for Yokohama, returning four months later to enter the University of California. At present, after many trips to the Orient and Alaska and along the Pacific coast, he is associated with the Luckenbach Steamship Company, in San Francisco.

BERRIAN R. SHUTES is instructor in the Department of Music at Columbia University and an organist at Stamford, Connecticut. He was educated at the Stamford High School and at the Institute of Musical Art in New York City.

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The Stocks-Bonds Controversy

By WILLIAM LEAVITT STODDARD

THE ancient and always interesting controversy between the advocates of stocks and the adherents of bonds again rages. The immediate and inciting cause appears to have been the publication of a very able book, "Common Stocks as Long Term Investments," by E. L. Smith, which was reviewed at length in this department recently. The thesis of this work is, not that a stock is a better investment than a bond, but that well-diversified common stocks, adequately selected, are better than high-grade investment bonds. By "better" is meant more profitable to the owner over a period of years.

This thesis is most intriguing, and many statistics can be brought forward to demonstrate it. But, like all general statements, it should not be taken without careful consideration, and the writer is certain that Mr. Smith himself would agree that there is a large number of ifs, ands, and buts to be thought of. For them we refer readers to his book.

The Outlook takes no sides in this new controversy of stocks *versus* bonds. Its view of investments, as often expressed, is that diversification is fundamental to conservatism, and diversification requires that no one class of security should be purchased to the exclusion of all others. The ideal well-rounded investment contains stocks as well as bonds, and common as well as preferred stocks.

Since we have given space to the presentation of what may be called the pro-stock aspect of the debate, we now propose to give space to the pro-bond side, so that our studious readers may have a fair sample of each, and so, further, that there may be no mistake about the position of this magazine in the matter.

An able statement of the bond side was made lately by Mr. B. D. Nash in the Boston "Evening Transcript." What follows is quoted from this article.

> Now what are the two fundamental points upon which the value of bonds or stocks as investments depend? First, there is the purchasing power of the dollar. What the dollar will buy in actual goods varies with the expansion and contraction of currency and credit. Briefly, the quantity theory of money accepted by most economists states that when gold is present in a State in very large quantities and when it circulates freely and is used as a basis for credit expansion prices will rise, and when the gold supply decreases and there is less available for circulation and as a basis for credit that prices will decline.
>
> Ever since 1897 the United States has been increasing its supply of gold. And with this rising gold supply prices rose also. Sometimes hesitatingly, as either the flow of gold or the use of credit based upon gold hesitated, but continuously, the level of prices rose. As prices rose the investor who each half-year exchanged his bond coupons for cash found that this cash would buy less goods for him than it had the half-year before, and if the gold movement continued he might sadly look forward to a continued decrease in the purchasing power of his coupon dollar. The value of the dollar was depreciating. In the meantime the stockholder was profiting by the long period of rising prices, beginning in 1897. As a partner in industry he found that the price of his inventories swelled overnight and that in order to realize a profit he had only to hold his goods until the general expansion of prices carried the price of his property up with it. The business man depends upon the extension of credit to him, and in a period of rising prices the debtor class occupies the preferred position. . . .
>
> Prices have started on a long period of decline following two great previous wars, the Napoleonic wars and the Civil War, and, while it is not valid to draw direct comparison, it is certain that many of the same factors are present in both cases.
>
> In the first place, we find that today the United States harbors approximately fifty per cent of the known gold supply of the world. Our Reserve Banks with their combined reserve ratios in the high 70's attest to our position in the gold market while the high rates prevailing upon the Continent of Europe and the embargoes upon the export of gold show how anxious are these nations to preserve their remain-

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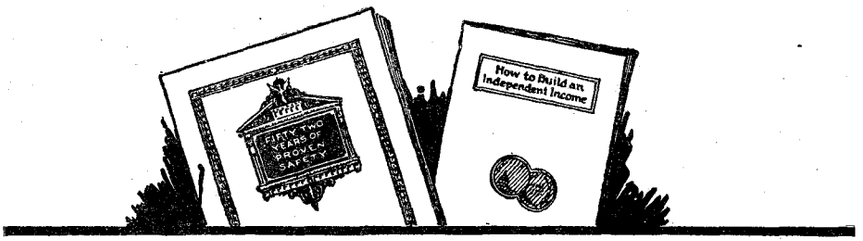

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ing stores. But in the past few months a transformation has taken place abroad. Introduced and aroused by the successful application of the "Dawes Plan," but fundamentally resulting from the gradual emergence from the havoc and chaos wrought by war and post-war conditions, there has been a return to some semblance of normal economic and business conditions. Factories have been reopened, unemployment and social disorder have decreased. Production on a considerable scale has reappeared. With this Europe has felt the need for credit, for the gold which poured away to America in the war days. And just as surely as it flowed away this gold is beginning to flow back. The pressure of these factors has the effect of pressing out the gold from this country, and as it does so of lessening the amount of gold available for circulation and as a basis for credit expansion. . . .

We think that this study of the first factor has led to the conviction that, while stocks may have been superior investments during the first quarter of this century, since they are the instruments of debtors and since this class has benefited particularly because the price level has advanced, nevertheless, with the prospective gradual decline in the price level it is confidently to be expected that the creditor class, as exemplified by the investor in bonds, will now benefit rather than the holder of stocks.

To pass to the second factor requires considerable courage, for a person would be regarded as without vision indeed were he to suggest that the future of industry in the United States is at all less inspiring than it was fifty or more years ago. Yet with as careful a choice of words as is possible it is the intent of the writer to suggest that the days of snatching from the one-time seemingly limitless resources of America wealth enough for a host of kings are beginning to pass.

This country is gradually getting on an "operating" basis rather than on an "exploiting" basis, and the profits to industry and business will be in the nature of normal profits derived from the efficient operation of a business competing with other similar businesses rather than the disproportionate profits of an active nation busily engaged in using up its great resources. Industry as a whole will not feel the impetus of boundless resources; it will be necessary to use discrimination in choosing those industries which will excel the others.

It is also true that the first ten years or so of this century witnessed an industrial revolution in America that resembles somewhat in importance the great revolution of the eighteenth century—the age of steam, the growth of

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the factory, and the division of labor. This recent revolution took the form of great industrial combination and expansion.

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The consideration of this second factor has brought out the idea that profits of businesses, and through the profits the income to stockholders, are likely to be of a more normal and standardized character in the future than they have been in the past. During the past twenty-five years economic conditions have been such as to favor the debtor classes, or stockholders, and the indicated future trend is in a direction favorable to the creditor class as represented by the bondholder.

After examining in detail some of Mr. Smith's now well-known tests, Mr. Nash concludes thus:

Mr. Smith has proved only that, given certain conditions, common stocks are a more satisfactory investment than very high grade bonds. I have endeavored to point out, first, that it is not valid to consider short-time paper or highest-grade bonds alone a normal or intelligent avenue of investment. The increased income that may be derived from a diversified list of varying grades of bonds lessens greatly the superior showing of stocks in Mr. Smith's tables of bond and stock comparisons. Secondly, that the two fundamental conditions—a depreciating dollar and a phenomenal and abnormal period of business expansion and exploitation of a virgin territory—which existed during all the tests, are not permanent conditions but in fact are decidedly mobile. Added to this is the indication by economic factors that these conditions give every indication of being on the point of taking a totally different course than they have maintained during the past quarter-century, and that this altered course will lead to a complete reversal of the conclusion that common stocks are more satisfactory investments than well-diversified bonds.

As indicated in an earlier paragraph, we do not wish to assume the part of a participant or even of an umpire in this controversy. Mr. Smith has rendered an important service to the investing public by pointing out unsuspected values in well-diversified and well-chosen common stocks. Whether they are or are not

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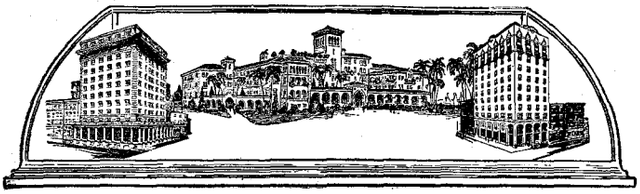

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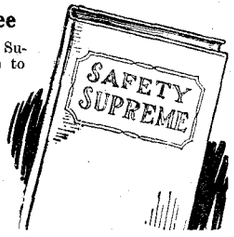

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If starting a new business or reorganizing one you may find it expedient to organize on the Common Law plan under a Declaration of Trust. The economies and advantages are set forth in "D-19"—a pamphlet mailed free upon request. C. S. DEMAREE, publisher of legal blanks, 708 Walnut, Kansas City, Mo.

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THE OUTLOOK
FINANCIAL DEPARTMENT
The Outlook Company
381 Fourth Ave., New York

better than bonds we do not say. We still need to be shown. Careful investors will not share any sharp prejudices against stocks as such, or against bonds as such, unless the particular requirements of their fund prescribe one in preference to the other.

From Inquiring Readers

CALL: "A contract which for a consideration gives the holder the right to purchase from the person signing the call a specified security or commodity within a certain period at a stipulated price. A call is sold and executed by a person who does not believe that the market price of a security, or commodity, within the duration of the call, will go higher than the price specified in it, and that therefore the holder will have no object in exercising his right to demand delivery of the security or commodity. Contrariwise, the buyer and holder of the call predicts that the price of the security or commodity will advance during the contract period. Being primarily a speculator, and not desiring to invest his money outright, he purchases the right to buy at a stated price, and if his prediction is verified makes a profit by calling for the delivery of the security at a price lower than that prevailing in the market. . . . A put is the opposite of a call." From the "Encyclopedia of Banking and Finance."

JAPANESE public utility corporations have been marketing their bonds in the United States. Within recent months three large issues of important corporations have appealed to American investors and have met with a ready response. They are the Great Consolidated Power Company, the Toho Electric Power Company, and the Ujigawa Electric Power Company. All are first-mortgage bonds, and each company is strong and well established. Moody rates the first two bonds Baa. Ujigawa he has not, to date, rated.

A reader has asked us to tell him if one issue is to be preferred above another. This is always a difficult type of question. In this case, as stated, all are first mortgages and in each case the record of earnings is good. If age means stability, the Great Consolidated issue is more stable because it is the oldest of the three. Six months after it was dated a quarter of a million dollars' worth of bonds were retired by the operation of the sinking fund—which is good business.

Time alone will show whether one of these three is better than the others. A

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study of the statistics of operation, territory served, and the like fails to reveal any striking difference. Yet somewhere in the properties themselves or in the management, could one but detect it, there is an element that makes for superiority.

"Is this wise? If the firm should fail, would I lose anything on my bonds?" inquires a lady from New England, referring to bonds sold by one of the real estate mortgage houses advertising in The Outlook.

To her we replied:

"The —— Company is well established, financially strong, and conservatively managed. It is difficult to imagine its failing. However, should it fail, we do not see that the bonds would necessarily be affected, since their security is the real estate to finance which they were issued and sold. In buying these bonds you are not buying obligations of the —— Company, but something which they are marketing."

Several readers have requested information about inheritance taxes. A resident of Vermont, holding several railroad stocks, thought it well to find out what her estate would have to meet in the way of "death duties." Our reply is, of course, based on the law as it is to-day, not, as we hope, on what it will be in the more or less immediate future:

"In the case of your railroad stocks, Union Pacific is taxable in Colorado, Iowa, Kansas, Missouri, Nebraska, Utah, and Wyoming; Atchison is taxable in Arizona, California, Colorado, Illinois, Kansas, Missouri, New Mexico, and Oklahoma; Pennsylvania Railroad stock is taxable in Maryland and Pennsylvania.

"As you are a non-resident of these States, Maryland, Iowa, Arizona, and New Mexico will be merciful and let your estate go."

Add to these jurisdictions, of course, Vermont and the Federal Government. To estimate the amount of the tax would be nearly impossible without full information as to all holdings, including real estate, and exact knowledge as to the disposition of property.

Interest in joint stock land bank shares grows. An Ohio reader recently inquired about the investment quality—or otherwise—of these securities. "Can their future possibilities for dividends and appreciation be compared with the high-class commercial banks?" We answered:

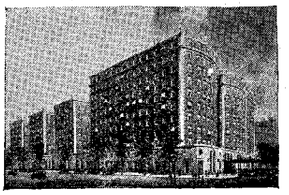
"The shares of joint stock land banks are, in general, an excellent investment. Many believe that the history of National banks and trust companies will be repeated so far as the stock of joint stock land banks is concerned. Of course, before purchasing any particular shares one should investigate the bank, its management, and the possibilities of the territory served, just as one would investigate any other security."

Our recent article on "Wills" called forth several comments and inquiries. "The article might apply to some States, but gives misleading information to residents of New Jersey," writes a friend from that State. True, unless the reader noted that the list of questions and answers which supplied a large part of the meat of the article were stated to refer to Massachusetts.

Again we repeat, go to a skilled attorney when drawing up your will. What holds in one State may not hold in the next. No magazine article can pretend to tell you how to draw your will. The best that it can do is to induce you to realize the importance of having your will drawn professionally, and at once.

Convincing Proof

"The safety of bonds backed by well-located land and buildings, built wisely, to produce good income, is unquestioned."—Wm. J. Moore, President American Bond & Mortgage Company



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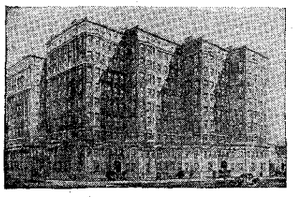

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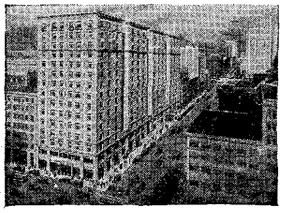
Chicago, Ill.



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The American Bond & Mortgage Company has stood the test of time for over two decades. Its founders and senior officers have been active exclusively in the real estate investment field for near to half a century.

From this long and successful experience in this specialized field, the American Bond Formula of Safety has been developed. Each year not only thousands of old customers but thousands of new customers show their confidence in its protections by investing in American Bond offerings.

Out of thousands of issues submitted from the largest cities in all parts of the country, only those have been selected which meet the rigid requirements of our Formula of Safety.

On this page appear views of typical properties securing bond issues brought out by this old responsible house. They are convincing proof that we have selected sound issues, secured by high-grade types of buildings, constructed in proven locations.

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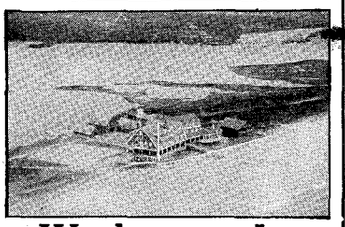

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8 rooms, bath, practically new, open fireplace; attractively located, secluded, fine ocean view. $250 for season. Also 6-room cottage, $175, at Squirrel Isle, Me. A. A. SOULE, Augusta, Me.

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Summer cottages, ideally located
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NORTH and SOUTH SHORES of MASSACHUSETTS, CAPE COD—and CAMDEN, MAINE
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Furnished New Cottage. Exceptionally fine in all its appointments; hot and cold water, electric lights, open fireplace, broad piazzas, fine view of ocean and the hills, excellent neighbors.
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An ocean voyage on land. 2 bungalows available. $200, $375 season.
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Rent for Summer or Fall Cottage in the Montana bad lands. A beautiful country with plenty of saddle horses. A place in which to get over your worries. 3,799, Outlook.

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Center Conway, N. H. FOR SALE
Ideal summer home, 8-room house. Enclosed porch 8x20, electric lights, garage for 4 cars, 3 acres of land. 5 minutes' walk to Conway Lake. Fishing, boating, and bathing. Price $6,000. C. N. TRUNDY, Center Conway, N. H.

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WHY NOT GILMANTON, N. H.?
Wonderful climate, splendid scenery, pleasant society, elevation 1,000 ft. Girls' camp; little inn, good table. Address
Robinswood, 94 Prospect St., East Orange, N. J.

FOR SALE OR TO LET, FURNISHED, for summer
10-ROOM COTTAGE
Hot-water heat, electric lighting and range, coal and wood range, spring and artesian well water, 3-car garage, 5 stalls, 3 screened porches, 7-room gardener's cottage, greenhouse. Sharon (post office Peterboro), N. H. Particulars, **JAMES F. BRENNAN, Peterboro.** No brokers.

WHITE MOUNTAINS, Sugar Hill, N. H.
Picturesque Satchell Cottage, furnished, to rent for season or for sale. Beautiful scenery.
Wm. E. Satchell, Owner, 211 Gates Ave., Brooklyn, N. Y.

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Essex-on-Lake Champlain: Camp
completely furnished. 6 bedrooms, 2 baths, living-room, large porch, electric lights, telephone. For terms and other details write
Miss K. L. HEARD, 135 W. 16th St., N. Y. City

Adirondack Cottage
FURNISHED. Running water, bath, garage. Central for touring. Jersey milk, fresh vegetables, ice. Rent $200 for season.
Almon Ward, Jay, Essex Co., N. Y.

Adirondack Air TRENTON, N. Y.
FOR SALE—Country Home
14 miles north of Utica, on route to Adirondack League Club. Concrete road, 32 acres, half hay fields, half pasture and woods, on Cincinnati Creek. 9 rooms, 2 baths, 3 fireplaces, electricity and furnace; unfailing spring; garage, large barn; adjoining Kanata golf course in midst of summer colony. Apply R. E. HALL, 219 Genesee St., Utica, N. Y.

Essex-on-Lake Champlain: Camp
furnished completely. 5 bedrooms, 2 baths, large living-room with open fireplace, electric lights. For terms and other details write
Miss K. L. HEARD, 135 W. 16th St., N. Y. City

FOR RENT Furnished House, Forest Hills, L. I.
New York's most beautiful suburb. June 1 to October 1. Beautifully furnished; 4 bedrooms, 2 baths, electrically equipped laundry. $250 per month to careful people. **188 Ascan Ave.**

MT. VERNON, N. Y. To rent for season, attractive 8-room house with large garden, in Chester Hill section. 5 minutes to R.R. station. $165 monthly. Bargain. Write COLEMAN, 118 Archer Ave., or phone Hillcrest 2447 W.

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Beautiful Home 25 acres, lake, $20,000; also bungalows, hill and lake, $250-$350 season; wonderful country. Box 201, **Sparta, N. J.**

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Hillsdale Manor, New Jersey

Large all-year bungalow, elevated and fine view, nice lawn, 6 large rooms, bath and pantry; attic size of bungalow can be partitioned off for extra rooms; fine large cement cellar, electricity, water, telephone. Schools, churches, 5 minutes' walk to station. Beautiful swimming pool on grounds, 25 x 50. On corner plot 100 x 200. Must be seen to be appreciated. $13,000 to settle estate. Also extra lots for sale at low prices. Address C. O. A. PERCEVAL, 885 West End Ave., New York City. Telephone, Academy 0848.

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FOR RENT Cottage—"CAMP OVEROCEAN," **South Bluffs, Block Island, R. I.** Completely furnished. 4 outside bedrooms, supply of cots. $250 for season. Apply Mrs. J. W. STEWART, 207 W. 13th St., N. Y. C.

BUNGALOWS FOR RENT at PRUDENCE ISLAND, R. I. In lower Narragansett Bay Prices $125, $150, and $250 for season. Send for booklet. JOHN D. SAWYER, Pawtucket, R. I.

Westerly, R. I.

Juniper Lodge, Winnapaug Hills on Shore Road, new cottage on hilltop overlooking Watch Hill, Weekapaug, and the open ocean from Montauk Point to Block Island. 1st floor: large piazza, sun-room, living-room 14x28 with fireplace, dining-room, butler's pantry, kitchen, maids' dining-room; 2d floor: 4 master rooms, 2 sleeping-porches, 2 baths; 3d floor: 3 maids' rooms, bath. Laundry in basement, garage for 1 car. Electricity and other modern improvements. Winnapaug Golf Club course adjoining property. Boating, surf-bathing, fishing in immediate vicinity. Rent $1,200 for season. Other shore cottages **For Rent** at Watch Hill, Weekapaug and Winnapaug Hills.

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COTTAGE, 8 rooms, 2 baths, furnished. **Cedar Beach, Vt., on Lake Champlain** **17 miles south of Burlington.** Running hot and cold water. Garage. Table supplies brought daily. 10 mins. from ferry to Essex, N. Y. $400 season. Apply Mrs. E. W. Lawrence, Rutland, Vt.

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Opportunity to become TRAINED NURSE. $15 monthly allowance. Ideal living conditions. Tennis, surf bathing. 3 hours from New York. 8-hour day. 2½ year course. Age 18 to 32; 2 years high school. Send for descriptive folder and application. Southampton Hospital Association, Southampton, Long Island, N. Y.

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82d St., 76 W., N.Y.C. Attractively furnished living-room, bedroom, large kitchen. Eastern exposure. Refined neighborhood; near elevated. $70. JOYCE.

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CO-OPERATIVE PLACEMENT SERVICE. Institutional executives, secretaries, social workers. Housekeepers, dietitians, cafeteria managers. Governesses, companions, mothers' helpers. The Richards Bureau, 68 Barnes St., Providence.

HELP WANTED

COUNCILOR to enroll boys, Maine camp. Strictly commission. 5,999, Outlook.

EARN $110 to $250 monthly, expenses paid as railway traffic inspector. Position guaranteed after completion of 3 months' home study course or money refunded. Excellent opportunities. Write for free booklet CM-27. Standard Business Training Institution, Buffalo, N. Y.

HOTELS NEED TRAINED MEN AND WOMEN. Nation-wide demand for high-salaried men and women. Past experience unnecessary. We train you by mail and put you in touch with big opportunities. Big pay, fine living, interesting work, quick advancement, permanent. Write for free book, "YOUR BIG OPPORTUNITY." Lewis Hotel Training Schools, Suite R-5842, Washington, D. C.

WANTED—An educated, refined woman as managing housekeeper and to supervise education of child of eight years. Address, stating experience, age, and references, 5,997, Outlook.

WOMAN—Publishing house has permanent sales position with executive future to offer woman of keen intelligence capable of earning $100 a week. Previous business experience not necessary, but experience in educational work helpful. Refinement and determination essential for success. Traveling required—all transportation paid—liberal drawing account and commission basis. Write, stating age and qualifications, to B. E. Sparrow, 50 W. 47th St., New York City.

SITUATIONS WANTED

BOY'S tutor for summer. History, science, languages, including Latin. Successful high school teacher. 5,988, Outlook.

COMPANION to lady or family going abroad. Young lady, experienced traveler and nurse. Foreign languages. Excellent references. Remuneration secondary. 6,003, Outlook.

CONSTITUTIONAL housekeeper, qualified to take charge of gift shop. Best of references. Mrs. Emma Reid, 500 Walnut Ave., Scottdale, Pa.

ENGLISH graduate nurse-masseuse seeks position for summer as companion. Would travel. 5,995, Outlook.

EXPERIENCED teacher, fond of children, desires to tutor—mathematics, French, or nature study. 6,004, Outlook.

FRENCH teacher having credentials from America's best schools wishes tutoring, especially for college preparatory. Good home appreciated above remuneration. 6,009, Outlook.

GRADUATE student in geology, Johns Hopkins University, experienced teacher, wants summer position as tutor or companion while traveling in Western United States. 5,998, Outlook.

HAIRDRESSER wants position in mountains for summer. 5,952, Outlook.

NURSERY governess. Best recommendations. 6,001, Outlook.

PHYSICAL education student as counselor or instructor in girls' camp. Northeastern location preferred. 5,993, Outlook.

QUALIFIED workers for church and religious organizations available for autumn positions. EXECUTIVE SERVICE CORPORATION (agency), 1515 Pershing Square Building, New York City.

REFINED woman desires position as housemother in school or as companion housekeeper. 6,008, Outlook.

REFINED woman, experienced in gardening, desires position as companion. 6,005, Outlook.

WANTED, by a high school graduate, a position as tutor in private family. Experience in camp life. Can drive car and make self generally useful. E. S. Evans, Academy, Wilbraham, Mass.

WANTED. College graduate, high school teacher of modern languages, will do work as translator of French, German, Spanish, or the Scandinavian languages during the summer. Literary works especially invited. Also business correspondence. Christian Miller, Box L, Brookston, Ind.

YOUNG AMERICAN MAN of good family wishes position for summer as traveling companion, secretary; work of any kind on yacht, country place. Speaks French, has initiative, is executive and efficient. Exceptional references. 5,921, Outlook.

YOUNG woman, college graduate, several years' teaching experience, wishes foreign travel as companion and tutor of French for summer or next year. 6,006, Outlook.

YOUNG woman, healthy, energetic, refined, graduate of good private school, as chaperon or house mother in boarding school. 6,002, Outlook.

MISCELLANEOUS

TO young women desiring training in the care of obstetrical patients a six months' nurses' aid course is offered by the Lying-In Hospital, 307 Second Ave., New York. Aids are provided with maintenance and given a monthly allowance of $10. For further particulars address Directress of Nurses.

EXPERIENCED tutor, familiar with C. E. requirements, will receive limited number of girls for whom a summer of work, rest, and play in comfortable country home is desired. Address Miss Rosa B. Dickinson, Byways, Amherst, Mass.

SHOPPING by New York expert who will send things, services free. References. Hattie Guthman, 309 West 99th St.

TRAINED nurse will take charge of two children under ten for the summer in her country home, central New York. Best references exchanged. Tutoring if desired. Personal interview New York. 6,007, Outlook.

By the Way

[redacted] our readers assures us that the [redacted] is absolutely true [redacted] occurred while he was engaged in business in Augusta:

"For many years," he says, "Mr. John D. Rockefeller, Sr., went down to the Bon Air Hotel, Augusta, Georgia, for winter golf. He had the invariable habit of attending the Negro Baptist Church on the first Sunday after his arrival, the First Baptist Church (white) on the second Sunday, and St. Paul's Episcopal Church, of which his secretary was a member, on the third Sunday.

After noting this sequence for several years, a prominent member of St. Paul's thus interrogated an old Negro: 'Look here, David, how is it that every winter when Mr. Rockefeller comes down here he goes first to your church, then to the white Baptist church, and then to St. Paul's?'

"David replied: 'Lor', boss, dat's easy. It's dis'way. At St. Paul's you burns 'lectricity, at de white Baptist church dey burns gas, but we burns ker'-sene.' "

The Washington "Star" gives this explanation of how police wagons came to be called "Black Marias:"

"About 1835 or 1840 there resided in New York City a lady of African descent and bacchanalian habits bearing the classical name of Maria. Her sprees were frequent and glorious. It came to pass that whenever she indulged she was always nabbed by the police. They invariably had to put her in a wagon to take her to the station-house. This thing occurring so often, the vehicle was called Black Maria's carriage. Therefrom the van used to convey prisoners came to be called the Black Maria."

CUT-CUT-KER-DAR-CUT!

Announcement has been made of the engagement of Audrey Cockrell to Bradley Henn. The marriage will take place this fall at Miss Cockrell's home in Butte.—*Daily Californian.*

Will they name their first child Henrietta Eggleston?

From "Punch:"

Salesman at an automobile show—"And what kind of horn would you like, sir? Do you care for a good loud blast?"

Haughty Customer—"No, I want something that just sneers."

An enigma:

My first is everything.
So is my second.
Also my whole.

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